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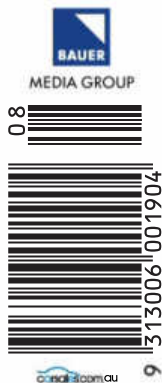


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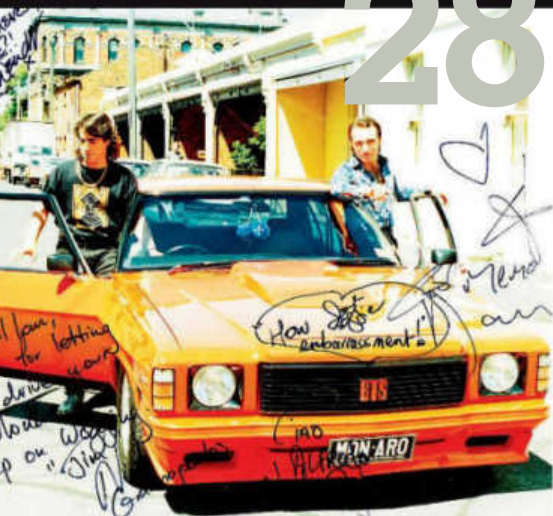
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REV COUNTER



THE SPIRALLING FUTILITY OF MAN MATHS

Did you ever wander up to a car at a show, maybe talk to the owner, and marvel at just how much time and money they blew on their pet project? Sure you have. We all have.

The owner, who sometimes quickly checks their partner isn't within earshot, starts on the sad story. "All I wanted to do was clean up a rust spot near the A-pillar," they confess. Your storyteller looks a little bashful as they describe how that minor annoyance led to an entire wing being taken off, the next thing you know they're up to their armpits in panels while the gutted remains of what was once a fully-functional automobile is hanging on a rotisserie.

Of course by the time they've scuttled down that rather expensive rabbit hole, there's only one way out: spending more money. According to the logic of the now hooked and filleted restorer, it would be a shame to make the body shiny and have a crap-looking engine bay, so you might as well clean that up, too. Oh, and since we're in there, it would be a crime not to rebuild the engine. And wasn't that an incipient whine coming from the transmission?

Most of us enjoy a good story along these lines, for a couple of reasons.

For a start, we're delighted it's them and not us in this weird psychological and financial pickle. And, it's great fun watching other people emptying their wallets, particularly when it's on something that's pretty much impossible to justify.

No matter how clever you reckon you are when you're walking away from those people, perhaps feeling a little smug that you haven't fallen into the same emotional trap, I'm here to say "don't".

You see spouse Ms M Senior and I have just collected the mighty Kingswood – a family heirloom we've owned since 1982 – from Chris at Blackmans Leather in Geelong.

Let's roll back some months. I've known Chris since he did Project HG for former Unique Cars mag editor Greg Leech several years ago. He's utterly charming and damned good at what he does. So who else do you go to when the family truckster is in need of its second retrim? After all, 33 years is a long time to own and drive a car, and the stock vinyl with cloth inserts doesn't last forever under hard use.

In a sudden rush of blood to the wallet, we declared that we wanted it done in leather. Having owned a couple of other cars decked out in hollowed-out cow, you soon realise it's

hardy and feels a whole lot better.

So, how hard can it be? Chris began by suggesting a couple of upgrades, which we agreed to. It seemed like a good idea at the time. Of course, as the project swept along, he spotted other little things that needed doing – he's a perfectionist – and we kept saying yes.

Many months and \$*** (actual cost is deleted in the interests of protecting the more delicate readers) later, it's done. And it's spectacular. As flash as the proverbial rat with a gold tooth.

When someone has actually asked me the real time and expense, and I've told them, their response is filled with expletives and an enquiry over whether or not it was trimmed with hand-sewn Latvian Mink udders.

With the application of yards of hand-stitched mink (there's a lot of real estate inside a Kingswood) plus several barrels of high-end sound-proofing, the old dear has transformed from a tired but honest transport to a really comfortable and quiet cruiser. It's much nicer to live in than my house, and we're seriously considering moving in full time. Cost? What cost? Who cares?

The only problem is I've seen this little spot of rust near the A-pillar that needs fixing...

Guy 'Guido' Allen

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News



The Re-rebirth OF TVR





LEFT No, this isn't it. This is a remnant of the last planned rebirth of TVR back in 2006.

BELOW Gordon Murray signs up with TVR. Expect good things.



iStream

IT'S BEEN clear for some time that reducing vehicle weight is the best way to improve efficiency and vehicle dynamics, but doing so without compromising safety or quality or incurring huge costs through use of exotic materials is easier said than done. The iStream process uses a tubular frame and a composite monocoque instead of traditional stamped steel, reducing weight by around 200kg over a typical small car. Low-cost composite sandwich sections, called iPanels, are bonded to a combination of thin-walled, manipulated steel tubes called iFrame, to form an incredibly stiff impact-resistant structure. This process means that flexible small-footprint production sites reduce typical capital investment by up to 80 per cent for a rapid return on investment and promise short development lead times.

TVR is back! After being driven into the ground by a Russian foetus, this once-proud manufacturer of foul-smelling glue-canoes has risen like a phoenix from the ashes. Well, sort of. While pointing out the shortcomings of TVR's old product range is about as sporting as dynamiting fish in a barrel, Blackpool's finest could well be back in business before too long with some serious engineering firepower to back it up.

We've witnessed a few false dawns since the gates last shut on Bristol Avenue, Blackpool back in 2006, but new chairman Les Edgar can't be faulted in assembling a serious who's who of talent. Gordon Murray, yes he of the McLaren F1, will use his ground-breaking iStream vehicle development system

to fast-track a front-engined rear-wheel drive sports car to production in 2017. We're also promised a normally-aspirated Cosworth V8 mated to a manual gearchange. It almost sounds too good to be true.

There's been no shortage of punters willing to throw a £5,000 (\$10,000) deposit at TVR for a place in the queue for the new car, codenamed T37, despite knowing almost nothing about it. What we do know is that there will be a Launch Edition coupe with a whole bunch of extras thrown in, with a convertible in the pipeline too. And they won't be built in Blackpool. That particular train sailed a long time ago.

John Chasey, Operations Director of TVR, says: "We've been totally blown away by the reaction to the new car. Our phone lines and online enquiry system went into

meltdown when the news was announced, and we decided that we must begin to bring a structure to the enquiries and build a delivery pipeline well in advance of production. Volumes in year one will be limited as we ramp up production, so this allows us to reward those individuals prepared to make a financial commitment at this early stage."

So there you have it. Get your money down quick for the opportunity to buy something at an as yet unnamed price which could either be complete genius or total vapourware. TVR has needed to change in order to survive, but one suspects that the late Peter Wheeler, TVR's old boss, would be giving the latest operation the thumbs up from on high.

Andy Enright



Nardo: flat out & 40

It's a 12.5 kilometre banked circle of four lanes located way down in the heel of Italy's boot and is on the bucket list of petrolheads the world over. Nardo celebrated its fortieth birthday on July 1st. Originally built by Fiat, the Pista di Prova di Nardo Della Fiat was designed to

prematurely age vehicles, to stress test drivetrains without mercy. Thanks to the ring's banking, cars can be driven in the outermost lane at a neutral speed (requiring no steering input) of 240km/h, the circuit's mandated top speed during industry pool sessions.

The track has made its

name during the special closed sessions, when manufacturers have chased speed and endurance records, the first of which was recorded by Mercedes-Benz in 1979, when an experimental C111-IV set a lap speed of 403.78km/h.

A 24-hour endurance record of 6,377.25 km at an average speed of 265.1km/h, was set in 1993 by an Austrian team driving a Porsche 928 GTS. This mark stood until 2002, when Volkswagen's Nardo

concept car set a total of seven records, including 7,740.576 km in 24 hours, at an average speed of 322.2km/h.

In May of 2012, the Nardo facility was bought by Porsche and the company continues to lease testing time to other manufacturers and has invested heavily in modernising the tracks. Here's to another 40 years of the finest high-speed test facility on earth.

Andy Enright





Giugiaro: design legend calls time

It's official. Giorgetto Giugiaro has retired his sketchpad, sold his final 9.9 percent share in Italdesign to Audi AG and, at 77, is looking forward to spending time with the family. A designer of incredible versatility, Giugiaro turned his design skills to cameras, church organs, telephones, furniture, cosmetics, watches

and computers but it is his portfolio of vehicle design that made his name.

There were shapes of sheer brilliance such as the Mk1 Golf and Scirocco, the Maserati 3200GT, the original Lotus Esprit, the BMW M1, Fiat's Panda, Punto and Uno as well as the Alfa Romeo Alfasud. There were also more polarising designs such as the

Delorean DMC-12, the Saab 9000, the Daewoo Matiz and the Subaru SVX. And yes, there was the odd clunker, such as the Morris Ital, the Hyundai Pony, the Zastava Yugo and the Holden RB Gemini.

While one of the legends of automotive design will clearly be sorely missed, his business is in rude health. Some 200 new

employees have been added to Italdesign's payroll since Audi took over in 2010 and there are plans to add another 50 to that figure by the end of this year. Giorgetto's legacy looks to be in safe hands but whether the same spark of creativity still exists is something only time will tell.

Andy Enright





Drag and drop

We've jealously eyed the Dodge Challenger for some time now, salivated over the Hellcat model, speculated if and when it'll come to Australia and some of you may even have done the maths to figure out how much a right-hand drive conversion would run you.

The solution to all of this

is to not bother registering your car on the road and instead purchasing one of the Challenger 'Drag Pak' specials. Here you get a choice of two Hemi V8 powerplants, both good for around eight seconds down the strip.

If you have a spare \$99,426 USD down the back of the sofa, you might well be tempted by the 354ci iron

block motor with Whipple supercharger. Rustle up another ten grand and you can opt for a normally-aspirated 427ci alloy lump.

Whichever engine you choose, it drives through a 727 Torqueflite transmission, and the rear axle mounting points have been beefed up. There's a standard-fit Strange Engineering 9-inch diff,

40-spline gun-drilled axles and revised suspension parts and geometry. Indoors, there's the obligatory roll cage, Sparco race buckets and harnesses and a digital display. The bonnet pops off easily for unfettered access between runs and there are tie-down hooks front and rear. It looks the boss, straight out of the crate.

Andy Enright

This one goes to 3-eleven

When it came to those core Chapman qualities of simplifying and adding lightness, not a lot could beat the Lotus 2-Eleven. Launched in 2007, this doorless, roofless track-special was an absolute riot to drive, a Lotus performance car from the absolute top drawer.

Now imagine that car with 80 per cent more power. Okay, so weight has increased by 20 per cent as well, but you get the idea. The new Lotus 3-Eleven gets a revised version of the Camry-sourced 3.5-litre V6 engine first shown in the Evora 400, which includes a supercharger with integrated water-to-air charge cooler good for 336 kW and 450 Nm.

It's packed with good stuff, featuring Eibach springs with Öhlins adjustable dampers,

Lotus traction control, a six-speed manual box, an LSD, AP Racing four-pot calipers, an adjustable front anti-roll bar and a composite body that's 40 per cent lighter than the old 2-Eleven's GRP equivalent.

Spring the extra for the Race version and you also get a more aggressive aero kit, a sequential gearbox and an FIA approved driver's seat with a six-point harness. The Race version can

cover 0-100km/h in less than 3.0sec, which pitches it straight into hypercar territory and flat out, the 3-Eleven can hit 280km/h in Race guise, with the Road model's longer gearing seeing it run out of physics at 290km/h. It's already set a lap of 1m22s around Lotus' Hethel circuit, fully ten seconds quicker than the company's next fastest production model and Lotus is confident that

were it not for the recently imposed speed limits on the Nurburgring, it would lap the iconic Nordschleife in around 7 minutes.

Australian prices have yet to be confirmed, but in the UK, the 3-Eleven will retail at between £82,000 and £115,200, dependent on specification.

Andy Enright





Bash for Cash

The 2015 Variety Bash, supported by another charity legend, Dick Smith, will take a very special Aussie road trip route – from Bass Hill in NSW across the original Nullarbor Track – from August 2nd to the 11th. The wave of lunacy will thunder its way across 4500kms of sunburnt country taking in the Great Australian Bight,

Esperance and 18 regional and remote towns along the 10-day journey to raise money for disabled, ill and disadvantaged children. In 2015 Variety celebrates 40 years of lending a hand to Aussie kids, in effect helping them be kids.

For the 2015 Bash, entrants have been granted special permission from Aboriginal elders to trek across sacred

land of the Nullarbor Track from Yalata to Eucla, delivering \$5000 of play equipment to the Yalata community. The convoy will also be granted sightseeing of whales in the Bight and some of the most beautiful coastline in Oz.

Interesting entrants for 2015 include a 1939 Oldsmobile, as well as ambulances, a couple of hearses, and will all be dated

pre-1976. The 2014 Bash effort raised \$2.2million, and 2015's entrants must raise \$8500 per car to enter. To enter or donate to the 2015 Variety Dick Smith Bash visit www.variety.org.au/nswbash. You can also follow them on Bookface ([varietynswbash](https://www.facebook.com/varietynswbash)) and Twitters (@varietyAU and #varietybash).

Scott Murray

Club Culture

Applications are still open for the 'Club Sandwich' event at this year's Motorclassica. This exhibition of the best of Australia's car clubs will be held at the Museum Plaza of the Royal Exhibition Building, Melbourne on Saturday 24th and Sunday 25th October.

Places are limited to between 4 and 15 vehicles per club per day and anyone displaying their car gets free access with their passenger to the full Motorclassica shindig. Sponsored by those lovely

chaps at Lorbek Luxury cars, Club sandwich has grown in popularity year on year, and now sees over 200 cars on display.

If that's still not enough, there's set to be another 300 vehicles on display inside and outside the building, underscoring Motorclassica's pre-eminence as Australia's *numero uno* event for rare, exotic, historic, vintage, veteran, classic, collectible and just damned droolsome cars and bikes. This year's event celebrates 50 years for the Supercar, 50 years of Dino,

50 years of Shelby Mustang, 70 years of MV Agusta and 50 years of the Bugatti Club Australia. You'll also get the chance to chat with the Unique

Cars team who will be on hand throughout both days, so note those dates and clear the diary.

Andy Enright





FATHER'S DAY GIFT GUIDE

WE'VE SCROUNGED AROUND IN THE BACK CORNER OF THE INTERWEB FOR SOME BEAUTY-BONZER GIFT IDEAS FOR FATHER'S DAY ON SEPTEMBER 6TH. **HE'LL BE FLIPPING HIS LID, DOING HIS DASH AND GRINNING LIKE AN AUSTIN-HEALEY MK1.**

ORIGINAL SID

Packed to the brim with 198 tough-as-nails Sidchrome metric/AF tools, Dad will be beside himself if one of these turns up with his breakfast in bed. Their brilliantly designed multi-tier draw system which cascades down without tipping over and sending you deaf when a hundred tools clang into the concrete is just the start. The kit includes 1/4" and 3/8" drive sockets and accessories, ring end and ring and open end spanner sets as well as screwdrivers, punches, multi-grips and adjustable wrenches, TORX keys and even the kitchen sink. Not really, but there is also a 450g ball pein hammer. Just don't park it on his full English.



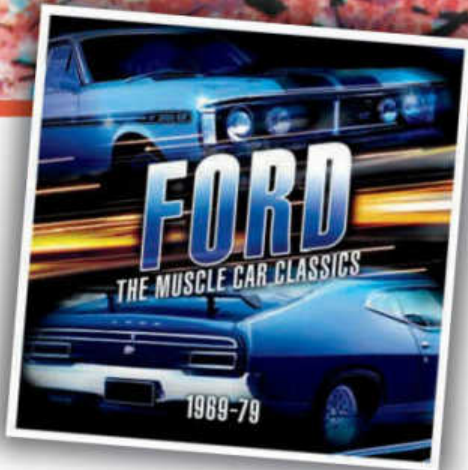
"HANI" is a... that seats six and handles big loads?



THE "TWO-TEN" DELRAY CLUB COUPE—Its all-vinyl interior thrives on hard use. Washes clean.



THE "ONE-FIFTY" 4-DOOR SEDAN—Notice the tasteful chrome trim in Chevrolet's lowest priced series!



FORD THINKING

There's no doubting the incredible impact the Aussie-built Ford Falcon has had on our motoring landscape... and Dad. Give him that story in 223 thick glossy pages of blue-blooded, heart-thumping reading pleasure by getting his mitts on a copy of *Ford: The Muscle Car Classics 1969-1979* by Rockpool Publishing and contributed to by Mark Oastler, Ben Stewart, Joe Kenwright, Graham Howard, Luke West and Steve Normoyle. There's every twist and turn in the iconic car maker's history from Moffat and Bathurst to RPOs and dealership woes. They've titled it 'Ford' but there's no hiding that it's all about the Falcon. Lovely. Pop the kettle on and re-live the life and times of the mighty Blue Oval.



SERIAL BUSTED

You know what Dad needs? A USB stick that allows him to store the hundreds of photos he takes of the classic car and the endless eBay parts purchases he makes (that the better half doesn't know of), all while adding something bright and childishly entertaining to the office space. Carlectables, a company based in Cheltenham, Victoria, has provided that exact solution to all his file storage/portability issues. In addition to the Mustang, Gullwing and Kombi, they've also got Porsches, Lambos and Astons (to name a few), plus they'll store up to 16GB, all while flashing their lights and retracting when not in use. Tax-deductible novelty car-themed office trinketry is always a winner, so Google yourself silly at www.carlectables.com.au or give them a ring on 0416 071 556. We'll take two.



KICK IN THE CLUTCH

It's always a compromise hunting for the best clutch kit; a constant tug-o-war between price and quality. Then there's the more in-depth problem of durability, the ability to cope with the power, and drivability. Well Xtreme Clutch reckon they've found a solution. Their kits come in various options including organic single plate upgrades all the way up to carbon multi-plate options for 1000hp-plus street driven vehicles. "The carbon range of clutch kits is suited to vehicles that are putting out exceptional horsepower and torque figures and that require a light, high heat capacity clutch kit," claims Xtreme Clutch Mechanical Engineer, Stewart Furze. If your clutch needs an upgrade then picking the right kit is as simple as visiting www.xtremecutch.com.au or calling Xtreme Clutch on 1800-258-824.



JACK OF ALL TRADES

Levanta reckon their direct-drive two-post hoist offers some exceptional benefits to the traditional workshop lifter. This baby, the XPR-10, has a 4.5-tonne load capacity rating, and is suited for garages with a minimum ceiling height of 3.65metres with an expandable top beam which accommodates wide or narrow drive-through configurations, plus a padded overhead safety shut-off bar with single safety release and an eight-piece van/4WD adaptor kit as standard. Speaking of standards, the XPR-10 also meets Aussie and international safety standards. So, check out www.levanta.com.au for more info or a quote, or call 1300 577 541.



THE "ONE-FIFTY" 2-DOOR SEDAN—Your choice of V8 or 6 power in every new Chevrolet.

THE "ONE-FIFTY" UTILITY SEDAN—entire rear compartment is load space.

THE "ONE-FIFTY" UTILITY SEDAN—flat for extra carrying capacity in the load space.



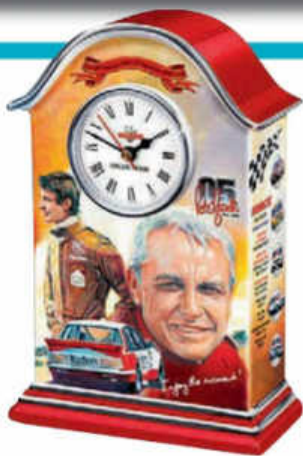
NO PLACE LIKE CHROME

Mothers' California Gold All-Chrome is the quick and easy way to clean, polish, and protect any hard or decorative chrome finish on the dullest-looking mud-plugger. This claim extends to nitty gritty items like chrome plating (inside and out), PVD chrome, and even today's cheesy chromed plastics. You know, the stuff inside base model Corollas and the like. Just spray, wipe and buff to a brilliant shine. Visit www.mothers.com for info, stockists and other Mothers gear for Dad. You can also call (02) 8853 2900 to talk to a human.



BEAR ARMS

The koala strikes fear into the hearts of any clueless tourist, and Dad will be stoked when he sees what The Drop Bear buffing/final prep cloth does for the bodywork of his beloved classic. The Bowden mob decided long ago to make their gear to use on their own cars because "the other guys" just didn't cut it. So rest assured this curiously-named piece of Aussie-made (that's right) car care will do wonders thanks to its fully-machine washable, 900 GSM single pelt fur which is 100% genuine synthesised koala fur (known to be some of the softest in the world). It'll leave a perfect shine without any scratching. Unless provoked or startled.



THE TICKING BROCK

Has it really been ten years next year? Crikey. Approved by the Brock Estate, this is one literally for the mantel. It's a Peter Brock mantel clock with one of his favourite expressions, 'Enjoy the moment'. The superb artwork is that of Greg McNeill, whose eleven works of Peter Brock have been combined to decorate the Heirloom Porcelain clock including PB's legendary race cars, as well as statistics from his career. They're only making 45 of these clocks, so you'll need to get in quick. They take one AA battery and come with a certificate of authenticity. For \$180 Aussie dollars you can visit www.bradford.com.au and get Dad something that really will go straight to the pool room.



ALL WIRED UP

It's a well-known fact that you can see more '57 Chevs at a hot rod run than came out of the factory. So all those enthusiastic owners of one of the motoring world's most beloved shapes will be happy to hear Blue Wire Automotive have packaged an entire wiring loom for GM's 1957 Chevrolet range, in both left- and right-hand drive, ready to fit an 18-fuse 21-circuit system. While you may have to make a few tiny modifications to right-hook cars, all the indicators, grommets, connectors and bits 'n' pieces are included (even the cigarette lighter...sorry, '12-volt power socket'). For more info on what could be the old man's saving grace, visit www.bluewireautomotive.com and search 'GM Chevrolet 1957 wire harness', or call Sean Basford on 0422 392 797. You can just flick them an email to service@bluewiremotorsport.com.



UNIQUECARS

WHAT'S HOT ON THE WEB

ARE YOUR DIGITAL FEELERS LOOKING FOR MORE? GET GOOGLING
TO TRADEUNIQUECARS.COM.AU



Download the
QR Code Reader
from the Apple
App Store or
Google Play



Aussie Mustangs run free

Craig Dean and his band of boffins have transformed the 2015 Ford Mustang into a fully-functioning right-hand drive stallion ready to overtake anything that gets in its way, without having to use the emergency lane to see around cars in front on the freeway. The best part is he's pipped Ford Australia to get the first Mustangs for sale in Australia and buyers are already filling his order books. Get the full Mustang yarn by scanning the QR code.



Bowe Down

John Bowe, with the help of Gary O'Brian at Bendigo Retro Muscle Cars, has built the fastest Torana in the land. Seriously, the thing is mentally fast. Darwin is still in shock at that Pole position lap at Hidden Valley. It's been a top secret project before debuting at Winton earlier in the year and JB's pretty happy jumping the fence and joining the red team. The build took two years and has been shrouded in secrecy until we were given exclusive first looks and the story. Run your smartphone over the QR code to hear more of JB's Toranarama revolution.

Cool Caterham

JB's gone back to the basics of driving again thanks to a pedal in the latest Caterham Seven 485. He reckons it's a pure, no-compromise return to what driving used to be. Steering wheel, seat, pedals. Sure it took some getting used to. JB's not a big bloke but even he had to squish himself inside the fighter-plane style cockpit, but once he hit the hammer, that signature grin was (probably) visible from space.

Wave your iWand over the QR code and watch the full vid.



Australia's Greatest Muscle

We're taking votes on Australian Greatest Muscle Car. It's been asked before, but times change, just like we do. Perhaps you're swayed by a different player these days, or you're as diehard as ever for your favourite Aussie car. Either way, we need to know. Get your true blue, dinky-die, heart-pumping, blood-boiling opinion to our vote page at Trade Unique Cars' website and tell us in no uncertain terms which tin-topped Aussie classic from 1967 to 1990 wins your heart time and time again.

Scan the QR code before you to throw your two cents in the well.



TRA
CLO



CAIRNS EXOTICAR

THE TOP END DELIVERS EUROPEAN-STYLE RALLYING IN OUR OWN BACKYARD, ATTRACTING OWNERS OF EVERYTHING WEIRD AND WONDERFUL FROM ALL CORNERS.

WORDS SCOTT MURRAY PHOTOS AUTO ART PHOTOGRAPHY



ABOVE Robert and Pat Ingram roll through town in their 1959 MGA Roadster while James Hiddlestone and Wendy Jeansson stalk it in the RS2000 Corty..



ABOVE Harvey and Kay Williams stretch the legs of their big cat.

BELOW Young Jethro and Ian Button (left to right) give the '67 Honda S800 some sun. And rain. And fog.



heart-stopping mishaps. Because ACR is about getting to checkpoints as close to the designated time as possible, it's about calculations and accuracy, not outright speed. For every second over or under time, the two-person teams (driver/navigator) lose points.

ACR's director, and all-round petrol-head, Zoltan Vandulek, grew up in the car scene behind the Iron Curtain, pedalling whatever he could get his hands on through the ice, snow and mud of Eastern Europe. The rally is his baby and he believes it kick-started something special that Aussie enthusiasts had been missing out on. "I was always inspired by cars on TV – a bright red Corvette was so fantastic compared with all the grey cars in the streets," he says. "Growing up you had to



Not quite Targa, less serious than traditional precision rallying, and more refined than a garden variety hillclimb – that's the Australian Classic Rally (ACR). Blending Australia's deeply embedded car culture with the flamboyance, style and strategy of a European Mille Miglia, the ACR takes the best of everything and puts it together in one big fun weekend for you and your favourite toy. Naturally, we couldn't help but take a look.

From June 20-21, Cairns, in Queensland's tropical north, played host to the ACR which set up base camp at the Hilton Hotel on the waterfront esplanade.

Day One (Saturday) took in the region around Cairns, with an early start for the first of two 300-plus kilometre days. Driving challenges along the way as well as aiming to reach checkpoints at designated times for certain sections of road meant competitors had to concentrate. Think Targa Tassie, only without the pants-soiling,

RIGHT Gordon and Darryl McDonald talk hot Goss. Plenty of rare Aussie metal rolled out for ACR in Cairns.





ABOVE Greg and Karen Smith in their low-n-slow '59 Impala get the hurry-up from Andrew Chand's pesky, blown '72 Mkl Escort.



learn what your car could do in dangerous conditions. I eventually started doing rallies, and moved to Australia in 2006 to find nobody was doing anything over here! I couldn't believe it! So I started nagging my wife... Well, here we are."

One stage that demands attention is the 16km zigzag to Lake Morris, which in the drizzly weather was testing for most drivers, especially in the bigger, grunty muscle cars. The rally also took in the Kuranda Ranges and a long stint out to the Mareeba Aerodrome where a section of the runway was closed off for the 59 cars and their pilots to do go-kart style slaloms. There were further driving challenges heading north across the Atherton Tablelands, and one included a 30-metre section of road submerged by three inches of water.

Back on the coast the entourage of classic cars pulled in to the Shannonsvale vineyard near Mossman for a lunch break.

More driving challenges followed, including figure-eights, a Le Mans-style dash to the car to start the next stage, and



Port Douglas to Palm Cove along the Captain Cook Highway... is absolutely stunning.



Zoltan's particularly nail-biting "Rolling Challenge" in steep Ash Street, Yungaburra. Drivers put their cars in neutral on the slope, and only using the brake – no throttle – tried to cover a set distance in an allotted time. Again points were deducted for times over or under the target.

"Then we sent everyone from Port Douglas down to Palm Cove along the Captain Cook Highway," Zoltan says, "which is considered Queensland's very own Great Ocean Road. It runs right along the beachfront and is absolutely stunning. After a challenge at Cattana Wetlands we then finished up in Cairns again after 330kms of driving and eight challenges. So it was a big day."

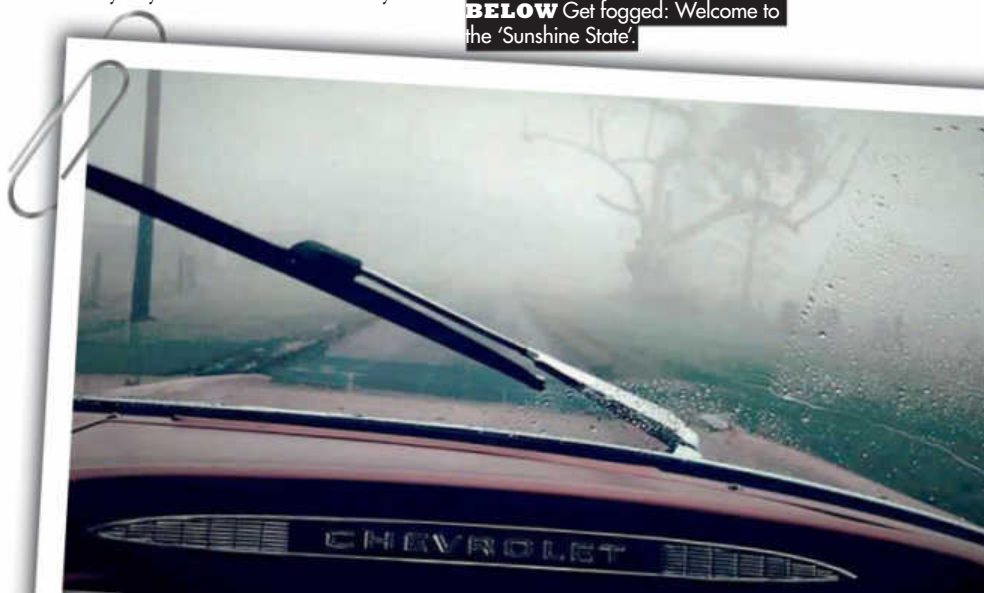
Sunday delivered the biggest surprise to the sunny city visitors – rain. "Not only was



LEFT Neil and Nicola Parker playing games in their RS1800 Escort.

ABOVE Rob Hall doesn't back off in his '68 Pontiac GTO.

BELOW Get fogged: Welcome to the 'Sunshine State'.





Cool Cat

THE SUNDAY drenching of Australia Classic Rally meant open-top owners like Colin Needham copped what he describes as "a proper soaking". His gorgeous C-Type Jaguar replica "at one point had about 15mm of water on the floor of the car," he says. "It was coming in through various tiny openings quicker than it was able to drain out!" Colin and his trusty navigator wife Stella finished 30th overall which is a considerable improvement on their previous rally efforts in 2013. "We came in second last that year with a DNF in an Italian car... due to fuel pump failures."

Colin says their day one highlight was the Captain Cook Hwy from Mossman back to Cairns, and the Copperlode Dam/Lake Morris run, both of which the leaping Jag was perfect for. "Despite the C-Type being a replica, it is a faithful rendition of the genuine article, with 1950 XK120 running gear, correct C-Type suspension and steering, with the chassis and body manufactured using original Jaguar drawings. So the driving experience is exceptional, the steering loads up nicely as the corners tighten, with very little body roll, and a healthy soundtrack from the exhaust. The only gripe is the early Moss gearbox, which generally doesn't like to be hurried." On the off-road stages Colin's highlight was the "Myola" section where they managed an impressive eighth place in an effectively 60-year-old car.

Come the morning of Sunday's soaking, Colin and Stella contemplated pulling out knowing they were in for a cold bath. "I was beginning to regret entering a vehicle without any weather

equipment, and the screens do little in the way of wind protection. I had considered throwing in the towel, taking another DNF, and using a reserve car. But we decided to accept the soaking and get on with it. With alloy bodywork and little in the way of a firewall, the C-Type's cockpit temperatures are on the high side – this was our saving grace. The Jag became our veritable clothes dryer!"

The rain eased off as they climbed into the Tablelands and the drive became enjoyable in the warm cockpit with the Jaguar's engine enjoying the cool dense air. "The engine is built to C-Type specification developing 210 horsepower," Colin explains. "One of the only excursions from originality is the 3.54 : 1 limited slip diff from a Jaguar XJ40, the limited slip clutch packs in this diff gave up the ghost some time back, and the car has a tendency to lift the offside rear with resulting wheelspin. Coupled to narrow Dunlop cross plies, and a light overall weight, all this makes for interesting driving in the wet," he says.

Throughout the weekend the C-Type ran faultlessly, Colin tells us. "It didn't miss a single beat. The only times the bonnet was opened, was for displaying and preparation at the end of day one. Despite the poor weather on the Sunday, I personally enjoyed the challenge the weather presented and being able to run the Jag in those conditions. We had great fun."

Building the Beast

Colin Needham's C-Type Jaguar replica build began back in 1999. "Having a

mechanical engineering background, I decided to manufacture the chassis myself," he says. "I managed to source a copy of the works chassis drawing dated 1951, and built the frame centre exactly to chassis number 11 onwards, which incorporates a revised front sway bar location, the front and rear sub frames were produced by Classic Car Developments in Invercargill, New Zealand. As were all the dedicated C-Type mechanical components such as steering rack, split alloy sump, torsion bars, lower front wishbones, shortened gearbox lid, lightened flywheel, rear axle attachment brackets and rear trailing arms to name some.

"CCD also produced the correct 39-gallon fuel tank and radiator in kit form, to be completed by myself. The body was hand wheeled from 16swg 6061/0 alloy by Brian Dwyer of Coventry Classics in Gore, NZ, and is produced to the works body coordinates as used for the original 53 vehicles made. The remaining mechanicals were sourced from a scrap 1959 Jaguar MkIX. The engine's bottom end is from a 1950 Jaguar XK120 having been originally fitted to a car owned by the 1951 Le Mans winner Peter Whitehead. The cylinder head is a C-Type unit having been originally fitted to a 1954 XK140 Special Equipment and induction is via triple Weber 40DCOE, mated to the correct manifold from Lynx Motors engineering in the UK." Colin had the Jag's bodywork finished in iconic Flag Blue of the Scots race team "Ecurie Eccose" and completion was in 2010, after some 5000 hours of labour and research.



ABOVE No river crossing will stop Roy Jaques and Leonie Daley in their Healey 3000.

“The whole area **was blanketed in fog** for the first half of the day...we couldn't see jack!”

it wet, but the whole area was blanketed in fog for the first half of the day,” Zoltan says. “For all the hardtop cars, this was no problem, but there were many roadsters among the group. I was pleased to find that everybody, including the droptop owners were all smiling. Nobody was fazed by the rain and everyone was enjoying themselves as we ventured south south-west out of the city toward Innisfail where everybody did a driving challenge.” The ACR army continued out west along the Palmerston Highway to Mungalli Falls for lunch. “Unfortunately as soon as we left the fog really hit, and it was thick so we were meant to be doing 80-100km/h but couldn't see jack! It was quite scary but exciting.”

“At the end of Sunday I expected some people would have been angry and despondent about the weather,” Zoltan says, “but everybody was having a great time and really enjoyed the opportunity and that was nice to see, people enjoying themselves.”

If Targa is not your cup of tea and car club days don't offer the variety you seek, think about giving the ACR a try in your pre-1986 classic. You'll get to see some fantastic parts of this big beautiful land of ours. The word is that there are plans for the rally to expand to Townsville and

Brisbane, perhaps even interstate to NSW and Victoria. So Zoltan seems to have found the right formula for a bloody great time behind the wheel of your pride and joy.

To enter Australia Classic Rally visit their website australiaclassic.com.au or give organiser Kristy Jashan a call on 0420 533 622. 📞



ABOVE Craig and Leanne Keppie in their big-banana XB GT coupe.

BELOW The Lancia Fulvia of Chris and Nerolie Mills get stuck into the rally.





Yesterday's Aero

KERRY JONES is one determined bloke. After being told a week before by a transport company they couldn't truck his beloved Morgan up to Cairns in time for the Australia Classic Rally, he decided to drive it. Yep, Kerry drove 2500kms from the Northern Beaches of Sydney to make the start of ACR. But more bad luck was yet to come.

"I filled up in Ingham and got a boot load of rotten fuel, which didn't make me happy. But fortunately these cars run a BMW engine and I could get it fixed at the local Beemer dealer. I own property in Cairns and usually fly up, but this was a very different experience. I left on the 28th of May and arrived on June 1 to spend a month up there and do the rally while I was up there."

The stealthy black Morgan – his third now – was faultless and surprisingly frugal too, Kerry says. "I couldn't get over the fuel economy, it was outstanding. A thumping great 4.8-litre V8 pushing me uphill from Sydney to Cairns got me 7.1-8 litres

per 100kms. I went Sydney to Coffs Harbour, Coffs to Gympie, Gympie to Rockhampton, Rocky to Ayr and then Ayr to Cairns – about 600kms a day, stopping religiously for a cup of tea. And every time I stopped I had people asking me about the Morgan."

As for the rally, Kerry was one of those grinning droptop owners that director Zoltan was pleased to see. "I've never done a rally before in my life, my wife and I are total novices. After day one if we weren't last we'd surely have been second last. We finished mid-pack on Sunday but every single person on the rally was lovely. Everybody was welcoming, friendly, happy to chat, talk about their cars and enjoy the experience."

"Even though it bucketed down – like a sheet of water – and we tip-toed through the dense fog, the Morgan was an absolute delight to drive through the twisty roads and we had a ball." Kerry will be back next year too, possibly in his nearly-restored Morris Minor Traveller.



Holden Station

David Ireland is a third-generation Holden dealership manager from Cairns. His grandfather opened the first Holden dealership in the North Queensland city. So naturally his A9X was the weapon of choice for Australia Classic Rally. "I've lived here all my life, born here, and I saw some parts of the region I'd never seen before. It was absolutely fantastic. The car, which is virtually all original, was a dream to take on the rally."

"It's an A9X we acquired about nine years ago. All it needed then was a paint job and new carpets. Seats, hood lining, dash are all original. I did bushes, replaced the rockers and rocker arms, and cam followers, but apart from that it's original. We actually drove it down to Bathurst for the 30 year anniversary of Brock's '77 Bathurst win."

You can bet that David and his white knight A9X will be back again next year too. "All the volunteers who helped Zoltan put together a fantastic event," David says, "that really is unique and we'll definitely be having another go next year. Hopefully the weather's a bit more 'Cairns' though."





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Unique Cars



Call That a Knife?

I read Jon Faine's story about the red Stanley knife (issue #376) and remembered having inherited one many years ago. A quick search of the sheds uncovered the knife, factory red, but unfortunately it turned out to be a copy. Maybe these copies have caused the confusion?

Paul Stewart

Paul mate, it's okay, you can stop looking for the elusive red Stanley. Jon was taking the piss.

Prickly Letters

In regard to Damien Kingsbury's letter in issue #377 - maybe it's called the Citroën Cactus because it's a prick of a car!

Brian Messenger

Faux Pas Fishing

I've been a regular reader of your magazine for as long as I can remember

and am now able to say I'm the owner of one of my dream cars! That's right I'm the owner, and have been for the past six years, of the Merredin green HD Premier featured in your publication this month and many times previously. I actually purchased it the week it was first used in your magazine in 2009, and have been its proud custodian ever since. It brings me much pride to see it splashed across your pages, although I'm never credited as bring its owner! Anyways, enough of the sour grapes as it may be time for the car to move on to its next caretaker.

Steven Tadic

Steven, we apologise. As Morley says in his yarn on page 98, unfortunately a mobile number or name can get lost in the sands of time. But at least we've solved that mystery. Perhaps you've spotted a factory 202 EJ?

Wolseley Witchcraft

My dead set favourite car? So many to

choose from. In the 1970s I owned a 1957 Wolseley 6/90 sedan. The Series 2 model had the gear lever on the right hand side of the driver's seat, by the door. This fooled many passengers in the car for the first time, asking 'how were you changing gear?'

It was a lovely car to drive, a big six-cylinder engine with twin SU carbs so the performance was alright, in fact I used to give my mate's Mk I 2.4 Jaguar a run for its money. With wood grain dash and leather upholstery it looked very posh and was comfortable as well and we didn't care about fuel economy in those days either! I must have had a thing about 1950s cars from BMC as I had two MGs and nearly bought a Riley Pathfinder. Nowadays I drive a Valiant Regal Hardtop but that's another story! Great mag.

John Cotgreave

Can you imagine a Wolseley or Riley Pathfinder in 'sleeper' guise? Perhaps you can drop something seriously mad in

BELOW We've gotta go back, Marty! Carbies, rubbing, chrome, manual gearboxes Say no more?





ABOVE A blown Wolseley with 404kW/628Nm and LSD. The stuff of nightmares or dreams?

the front of one and re-live the glory days, John. A Pathfinder with a Nissan GTR engine would leave Johnny Boyracer for dead at the lights.

V8 Supercrack-up

It's pretty obvious that the only solution facing the folks up in V8 Supercars is to get rid of the clone war racers and reinstate the real race cars that we all love. I watch JB's Torana and all the Touring Car Masters guys getting around and they are just so much more enjoyable to watch. The racing's better, the cars are unique and the drivers have personality.

I think V8SC and Bathurst 12 Hour's Australian GT series should

remain separate identities. Just because James Warburton can't rescue the top echelon of Aussie motorsport doesn't mean he should try and poach the up-and-coming category. Doing that deal with Foxtel was his own fault and has probably fatally wounded ratings for good. Why would I want to pay to sponsor a V8SC team when there's no free-to-air exposure for my brand?

What's happening to motorsport in this country? Rant over.

Mal Becker

Mal, you're not alone. We don't want Aussie motorsport to go down the drain but something sensible needs to be done.

Got something to say?

Maybe you want some car advice/counselling/whatever from Morley, Uncle Phil and the rest of the motley crew.

Email uniquecars@bauertrader.com.au;

Or write to Unique Cars magazine, locked bag 12, Oakleigh 3166.

BELOW We found the owner we didn't realise we were looking for. Now, where are my glasses?





Your Motoring years

This is your time to shine – send us a photo from your motoring past and we'll make you a star!



01



02



03

01-03 I always enjoy the arrival of my *Unique Cars* mag when it appears freshly wrapped in my letter box each month but issue 376 had an extra special surprise waiting for me inside. As soon as I turned to page 30, there in front of me, at the top of Mailbag was a picture of my Monaro. The car I own is the original 'orange Monaro' used in the early 1990's TV show *Acropolis Now* (my wife also refers to it as orange but I prefer Mandarin Red). In any case, to answer Troy Boutes' question, the car is now located in country Victoria and is still in excellent condition. It does however look a little different to its *Acropolis Now* days. Back then a guy named Allan owned the car and Allan's business was and still is automotive fibreglass - hence the red fibreglass bonnet and bumpers. Allan was approached by the TV show when they needed a car for Nick Giannopoulos' character "Jim" and of course only a Monaro would do! Some years after the car's TV debut Allan decided to sell the car to a guy named Craig. Craig kept the car for around seven years and then he too decided to let it go. Craig advertised the Monaro with *Unique Cars* and that's where I first saw it and a deal was done to get her home in my shed. That was almost 8 years ago now. A year or so after I purchased the car I met the original owner Allan and his daughter Michelle at a local car show. It was great to meet them and find out more

about the car's history and they were even kind enough to send me copies of their own photos - including a few signed by the cast of *Acropolis Now*. I have included some photos from the *Acropolis Now* days and also one of how the car looks today. Back in the 90's the car was very modified and in some ways still is but over time I have slowly returned it back to more of a factory look. Most of the Mandarin Red paint is still original and although the car is now over 40 years old, the odometer reads only 90,000 original kms. It's certainly my pride and joy and it's also gratifying to know that I am the current custodian of a car with such a great (if somewhat famous) history behind it. Thanks for your interest, Troy. Brent Russell

WE WANT YOU!

Send your photos via email to uniquecars@bauertrader.com.au with 'Your Photos' in the subject line. Photos should be in JPEG file format (ask a youngster!), larger than one megabyte in size but no bigger than three megabytes in total. Alternatively, post your photos to Unique Cars, Bauer Trader, Locked Bag 12, Oakleigh

VIC 3166, with a stamped, self-addressed envelope so we can return them to you. Please include your name, phone number, the date and location of the photo, the names of anyone in the photo and the year/model of the car(s) concerned. Feel free to tell us all about the circumstances around the picture. Get onto it!



04



04 Matt Scoriell sent us this gem from back in 1995, reproduced courtesy of the excellent 'Cars Dad Drove' Facebook page.

Setting off in his mate Karl's HQ 2 door GTS Monaro, a minor accident occurred, dislodging the boat from the runners which wasn't noticed until later. All preparations were made at the Woodmans Point boat ramp for a day of scuba diving and fishing in Cockburn Sound. The boat was reversed into the water but no amount of physical force was going to move the boat which had shifted off its runners in the accident.

Matt called from the water to a third person to reverse the car in

order to float the boat off the boat trailer, but with a sore knee he chose to reach in the window and put the car into neutral. The car rolled downhill quickly but not before the chap learned by reaching into the Monaro that the handbrake was purely decorative.

The boat began to float away as did the Monaro until the water reached the window sills and she went down like a rock as seen in the photo. Matt put his scuba gear on to drive it out under tow, which would have made a classic photo. Kaptain Karl, as named by his mates after the incident, got her running again once she was towed home and dried out.

05



05 John Sgro shot this pic of his parents, Pascal and Antoinette, with their then 10-year old Porsche 356A near the Veale Gardens in Adelaide in April 1968.

"My father bought the car in Adelaide on April 16th 1968 for the princely sum of \$2000 (insurance cost a further \$101.32). At the time he was working as an interstate truck driver and had arrived that morning from an overnight trip from Melbourne. I accompanied him to the used car dealer's premises specifically to check out a Chevrolet Impala. It wasn't what he expected and we had a test drive in the Porsche and the deal was done.

I eventually inherited the car and a restoration was completed in 2001. My wife and I have enjoyed taking it on many club runs and will continue to do so in our retirement years."

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AUSTRALIA'S GREATEST MUSCLE CAR?

OUR EXPERTS GIVE THEIR VIEWS ON THE GREATEST AUSSIE MUSCLE CARS OF ALL TIME

Australia's muscle car heritage is long and illustrious. Encouraged by the early 1960s race class regulations that stipulated showroom cars be raced, our vehicle manufacturers began adding special performance equipment to 'showroom' cars.

Holden was first from the start-line in this muscle car race with its EH S4 – an option on the Holden Special fitted with the then-new 179ci Red six-cylinder engine. It was homologated for the 1963 Armstrong 500 endurance race (the first to be held at Bathurst) and featured a different carburettor, a larger fuel tank, stronger brakes, wider wheels and more durable cogs in the transmission and diff.

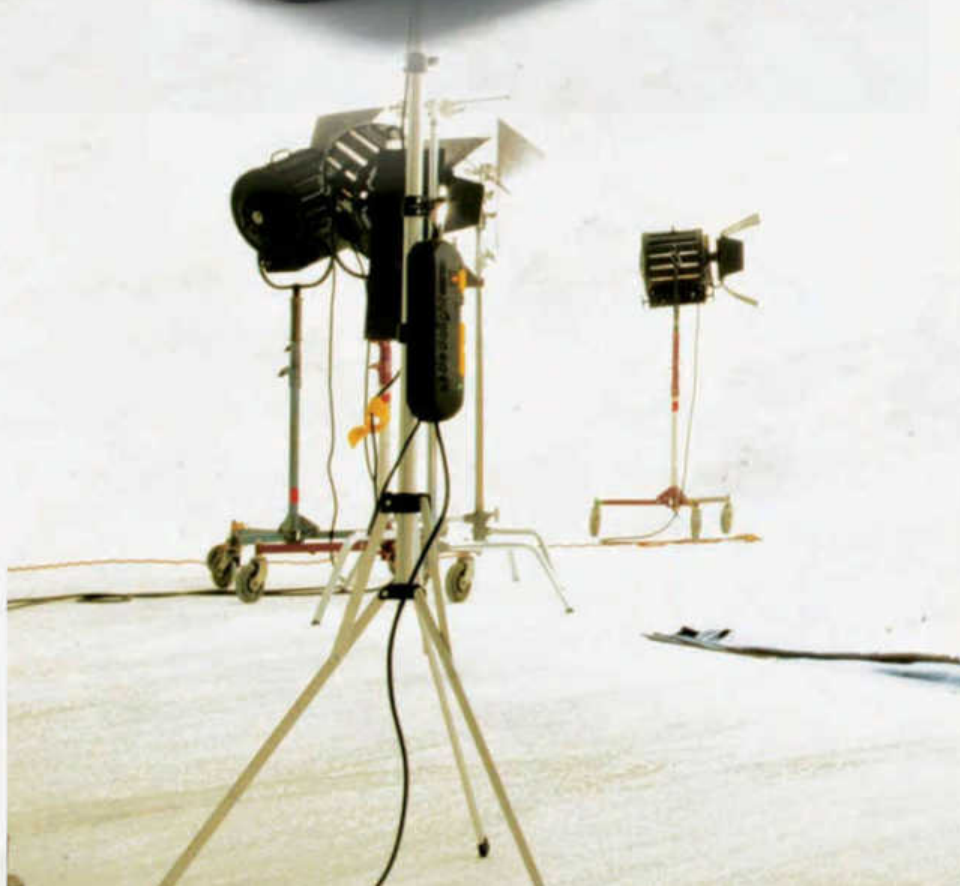
Ford, guided by racing legend Harry Firth, responded with the Ford Cortina GT500. It too had more power, a larger fuel tank and attention to gearing to allow the car to show its best at Bathurst and take advantage of the 'win on Sunday, sell on Monday' mantra that Holden and Ford regarded as important for grabbing the attention of Mr and Mrs Car Buyer.

These two cars were the first in a near three-decade era of high-performance Australian made cars. These two cars – one Holden and one Ford – established the Holden/Ford rivalry.

Australia's muscle car era had begun.

Since then there have been many legends. Chrysler arrived with its own hard-charging factory specials – Valiant Pacers and later, Chargers. These days, there's plenty of reflected glory in even a plain-jane original Commodore, Falcon or Torana out for a Sunday cruise. After all, that's what the manufacturers wanted...

With the Australian car manufacturing drawing to a close, the team here at



Unique Cars has been paying plenty of attention to our awesome indigenous car industry recently. Some of it you've already seen – some are article ideas we're yet to publish. That's not about to stop, by the way, but it did get us thinking about the factory racing specials our 'Big Three' have produced over the years... and eventually to the idea of the greatest Australian Muscle Car ever.

How will we decide?

Choosing the greatest muscle car of all time... Crikey, that's a big ask. How do we work that out?

Do you look at racetrack success? Championship wins? What about how well the cars sold in showrooms – which is, of course, why the car companies put the effort into building race cars – to sell on Monday, after winning on Sunday? How about the extra hardware that went into these mostly four-door sedan based track cars: should an extensively upgraded car with fresh technology for the track – such as the 1988 Holden Commodore SS Group A SV, with its incredible aero package and fuel injected engine – out-gun a simpler car that had more race wins – for



example the A9X Torana?

Maybe it's a question that can never be answered... or maybe it already has. Many enthusiasts regard the XY Falcon GTHO Phase III as the greatest Australian muscle car ever. It certainly carried the biggest-capacity engine and of course it has a Bathurst win to its credit.

But is it more worthy than Holden's arguably more successful Toranas?

These discussions and justifications can carry on forever!

But first, some guidelines – and some boundaries. As we've just mentioned, the Australian car industry has a long and rich heritage of producing high-performance versions of its home-grown Aussie product. To keep things neat and fair, we reckon our list of Australian muscle cars should end around 1992 with the introduction of the V8 Supercars formula.

We're not saying later stuff from Holden/HSV and Ford/Tickford isn't worthy of any performance car enthusiasts' attention, but without the requirement to actually develop and fit the racing hardware for, and on, the production line after the introduction of the V8 Supercars era in racing, we reckon it's the close of the 'showroom special' era of Aussie car development.

So with all these many factors at play, and some simple – and we reckon justified – guidelines in place, we thought we'd turn it over to some Australian racing legends and Unique Cars' car-crazy staffers and contributors to put some calm into the chaos.

Let the arguments begin! 



The Panel

JOHN BOWE

V8 Supercar Legend and Unique Cars road tester

UNCLE PHIL

UC project manager and the world's fussiest man

GUY ALLEN

UC Editor

ANDY ENRIGHT

UC Associate Editor

ANGELO LOUPETIS

UC Art Director

SCOTT MURRAY

UC staffer

GLEN TORRENS

UC contributor

DAVID MORLEY

UC workshop guru





GT'S MUSCLE CAR TOP 5

GLEN TORRENS KICKS OFF THE CONTEST WITH HIS FAB-FIVE FLIERS

1990 VN Commodore SS Group A

For the depth of its engineering, the sheer number of the changes made to the core car – the already impressive VN Commodore SS – this car reigns supreme for me. Sure, it may not have had the racetrack success it deserved (against the AWD, turbo Nissan GTR) but with every component on the engine – except the starter motor and the water pump – developed for on-track performance, and a driveline to match, this is my king. The production run was cut short – from 500 to 302, I believe – but that doesn't detract from the effort the engineers put into developing and equipping the car. Australia's last and greatest muscle car – it ju-u-u-st beats the Walky to my chequered flag – and if ever the nice lottery man comes a-knocking at my door one morning, I'll own one of these by morning cuppa-tea time.



Holden Torana A9X

I will never forget, as a 10-year-old, watching Peter Brock rattle-off a new lap record, on the last lap, six laps ahead of anyone else after leading the whole race from pole position at Bathurst in 1979. Astonishing. Brocky could drive but blimey, that Torana he drove was good. It was the A9X, with its tough L34 engine and four-wheel discs. I can also remember my – and probably 100,000 other young Aussies' – amazement at Street Machine magazine giving away a collectors' item 13.2km A9X hatch in '86. Getting P-plates in the mid/late 1980s mean the Torana was the car of choice for many of my mates. These days, seeing a Torana hatch – especially an A9X – makes me stop and stare every time.



Ford Falcon XY GT HO Phase III

Australia's biggest production engine (until the VZ Commodore... but that's another story) shoved in the snout of our largest family sedan. That's what makes a muscle car cool for many of us – but it also means that, on the face of it, this car's legend is due more to its brute force rather than any nuances of finely-honed on-track ability. It seems it was only Alan Moffat who could coerce these things around without ripping the treads to shreds. On the other hand, those legendary words Phase III alluded to a regime of constant development, by Howard Marsden and his colleagues, of this formidably powerful track tool. This was the ultimate iteration of Ford's GT line; with the Phase IV still-born, nothing bettered it.



Holden Torana LJ XU-1

Light and nimble: that's what these early Toranas were. Against the big bluff Falcons of the era, Holden's decision (or more correctly, Harry 'The Fox' Firth's decision) to leave the Chev V8-powered Monaro behind and use the Torana to carry the brand's fortunes on the race track was a masterstroke. The Torana put Mohammad Ali's 'float like a butterfly; sting like a bee,' into a racing context. Less weight meant less horsepower was required to achieve the same acceleration and braking, and for the car to be hustled from corner to corner with alacrity. It's motorsport engineering at its most logical, forthright and simple. With the 3300cc engine and M21 four-speed, the LJ XU-1 was the ultimate iteration of the light-is-fast mantra in Aussie muscle car history.



VC HDT Commodore

The VC Commodore HDT is another of my personal faves. Developed when four-time Bathurst winner Peter Brock was liaising closely with Holden's engineering personnel with engine and chassis development, the HDT Commodore was more than just a 'racing special'. This HDT Commodore highlighted the Euro-style sophistication of the then relatively new Holden Commodore. It gained respect as an executive express; not a stickered and spoilered track special (although, yes, it did have stickers and spoilers). This car established the line of fast Commodores – and HSVs – that continues to this day.



HOLDEN HX MONARO

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Photograph of actual model



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Detailed chassis with working suspension. A button on the chassis is included to open the bonnet.

The HX was introduced in July 1976 and was basically a cosmetic upgrade on the HJ, although one major reason for the release of the HX was the introduction of new anti-pollution requirements, Australian Design Rule 27a, to lower exhaust emissions.

The cosmetic changes included a grille treatment, bright colours, large GTS decals, colour-keyed mirror and bumpers. Optional bonnet black-out made it the most distinctive of all four door Monaros.



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MORGAN PLUS 4

JOHN BOWE GETS TO GRIPS WITH A BIT OF BRITISH TRADITION

Morgan is one of those names we all know but it's rare that you get a chance to play with one. Run locally by Chris van Wyk, Morgan Cars Australia is our smallest importer. In fact, van Wyk likes to point out he's custodian of some of the world's oldest nameplates.

For example, the 4/4 name which still exists today and is imported locally was announced in 1935 for the 1936 production year. In case you were wondering, it represents four wheels (a big

thing for Morgan at the time!) and four cylinders, as the first car was running an 1122cc Coventry Climax engine.

"It grew in size over the years and in the early fifties they fitted an 'enormous' 2.1 litre standard engine," says van Wyk, "They thought 'wow this really justifies the creation of a new model' and they creatively thought of the Plus 4." And that's what we're playing with today – or at least its modern counterpart.

It's incredible Morgan has lasted all this time. As van Wyk points out, "When you look at all the English car makers over the

years, from AC, Allard, Armstrong, through to Vauxhall, you would have got very good odds against Morgan being the one that survived."

The Plus 4's basic structure is a galvanized steel chassis, with wooden framing used for the hand-beaten body, even to this day. That takes a certain amount of craftsmanship to do and you can order a photographic record of the car build.

Under the bonnet is a two-litre Ford Duratec engine, similar to the unit we saw in the Caterham I drove last issue – but





ABOVE Tally ho chaps! Last one to the Red Lion buys the drinks.



ABOVE A thoroughly modern powerplant resting happily in an old-school engine bay.

in a standard rather than highly modified state of tune. It claims 106kW at 6000rpm, which may not be huge, but remember this is a very light car weighing just 877kg. So the performance is still lively with a claimed top speed of 189km/h.

A number of touches talk to the car's long history, such as the standard wire wheels and the big valanced guards. Inside you're wrapped in leather seating.

I drove the Morgan and it's pleasant and easy and sweet and you can feel yourself becoming English as you drive it. By the time you've done about 20 kays you really

wish you had a cravat and a tweed jacket!

Chris told me that the Morgan people call themselves 'Morganeers' – so there's obviously a very special owner group. When they talk about driving somewhere, they refer to taking 'the Morgan' while their partner may follow along in 'the other car', which could be anything from a Hyundai through to a Rolls Royce.

The driving experience is typical wind-in-the-hair sports-car style. It's light, the performance is more than enough with our heavily policed roads and the overall ride is more cossetting than, say, a Caterham, so it's a little more partner-friendly.

There should never be any mechanical issues as the engine is a well-known and reliable Ford platform that's seen lots of competition use over the years, backed up with a five-speed Mazda manual transmission.

The nature of the factory means people develop a real attachment to the brand. It's still family-owned today and claims it has never had a strike since it started up in 1909, which has to be some sort of record!

For me, the combination of the car's hand-built tradition and easy-driving nature makes it a pretty appealing Sunday cruiser.



The Morgan range in Australia

4/4 – Base model with 1595cc Ford Sigma powerplant

Plus 4 – Larger sibling to the 4/4 with a 1999 Duratec engine.

Roadster – Ford V6 Cyclone powerplant, matched to a six-speed transmission.

Plus 8 – 4799cc V8 with option 6-speed manual or auto.

Aero 8 – New body shape with a similar mechanical package to the Plus 8.

3 Wheeler – A modern interpretation of the product that made Morgan famous, powered by a V-twin motorcycle engine.

Fast Facts

MORGAN PLUS 4

BODY steel chassis with hand beaten panels on a timber frame

ENGINE 1999cc Ford Duratec

POWER 106kW @ 6000rpm

TORQUE 187Nm

PERFORMANCE 189km/h top speed

GEARBOX five-speed manual

BRAKES disc front & rear

PRICE \$99,990 + ORC

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URBAN WARRIOR

FANCY A 4X4 WITH ATTITUDE?

We're not sure how the good folk at Land Rover would see this car, which at very least rates as the Mr Hyde to the original Dr Jekyll. You see what's happened is a mob near the Canada-USA border, called Sean Hyland Motorsport, has taken the famous Defender and turned it into a fire-breathing monster.

So, what's the story? "We were initially engineering a Coyote drivetrain solution used in the current F150 and Mustang in North America for conversions they were doing in Europe and the Middle East," explains Sean Hyland. "We became aware there was a demand for that in America because the Defender has not been sold here for over 20 years."

"There was demand for the vehicle, but not in its current specification, with an underpowered turbo-diesel engine and a pretty Spartan interior." We can well imagine the good folk over at Land Rover taking umbrage at this.

"People want the style of that vehicle but something that's a little more gentrified. So that's how came to be in the Defender market, but we brand it as the Urban Warrior."

Whether giving the beast several times its original horsepower is 'gentrified' is up

for debate, but we can't help but wonder what one of these things is like to drive. It may be many things, but 'boring' won't be the word we'll be using.

"Essentially we sell them under our own brand. We make them from new components, and licensed as a component vehicle, the same as a Cobra kit car. While we use the body from Land Rover we use our own interior, our own suspension and drive train," says Hyland.

And the motor? "It's a five-litre independently variable camshaft V8 that in its stock form makes 425hp. We offer two supercharged versions at 605 and 700 hp. It's mated to a Ford automatic transmission that's beefed up internally to handle the extra power for the supercharged ones.

"Then we have our own transfer case – based on a Ford part. The overall design is heavily modified and lowered.

"It's much like an American truck, so you can shift on the fly. You can shift electronically from 2 high to 4 high or 4 low, on the dash."

The company is just making inroads into the local market with this and a variety of coupes. Pricing on the Urban Warrior starts at around US\$100,000 and goes up to around \$150,000 depending on the spec you order.



ABOVE While there's nothing new about US bent-eight power for Euro/Brit vehicles, this tough chariot doesn't share much with the likes of Cobras, Tigers, GT40s or Jensens.

Fast Facts

HIGHLAND DEFENDER

BODY steel chassis and aluminium body

ENGINE 5-litre Ford V8 Coyote

POWER 425hp @ 7500rpm

TORQUE 529Nm@4500rpm

PERFORMANCE NA

GEARBOX custom-built driveline

BRAKES disc front & rear

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SUPERCRUISER

WHERE'S HUNTER S WHEN YOU NEED HIM?

There's something about looking down the expansive snout of the GTO convertible that brings back scenes from Hunter S Thompson's outrageous *Fear and Loathing in Las Vegas*. Hunter may not have been in a GTO but somehow you can picture yourself floating down the interstate, dressed in your loudest Hawaiian shirt, with your Samoan attorney in the passenger seat for company.

Snap out of it and what we have here is a 1967 Pontiac GTO that very much fits

into the American muscle car playbook. The series first saw life in 1964 and immediately became infamous when a magazine road test recorded an incredible quarter-mile time of 12.8 seconds. Many years later, a company employee admitted the car had anything but a standard engine.

Skullduggery aside, by 1967 the series had undergone numerous mods. Compared to a family sedan, it boasted stiffer suspension to aid the handling, though we're still thinking 'land yacht cruiser' rather than 'sports car' in this case.

Which is fair enough, as this car has far too much age and size to try something undignified like mixing it with the WRXs through the local set of twisties.

Under the hood you score a 400-cube (6.5 litre) V8 fed by a four-barrel Rochester Quadrajets and claiming a not-so-dignified 335 horses. It might be a big car but that's enough grunt to shift it along at a decent pace. That lot is backed up by a three-speed Turbo-Hydramatic (TH-400) auto with a Hurst 'His & Hers' shifter.

Where you might show a bit of





ABOVE The American Dream looks pretty damn good through the windshield of a big GTO ragtop.

BELOW Happy cruising is brought to you by 400 cubic inches of Pontiac power.



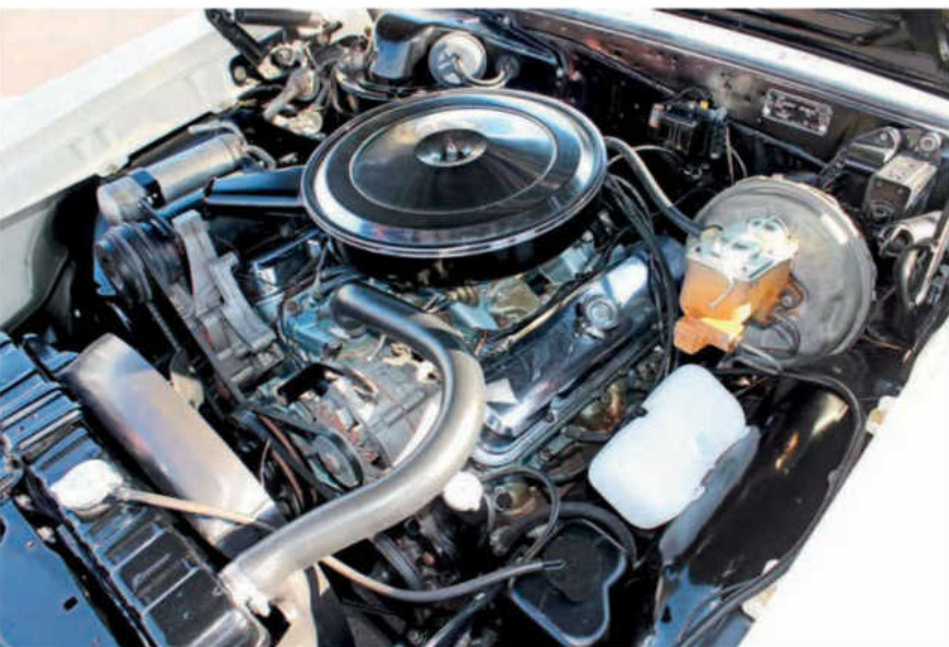
discretion is with the brakes, which are power-assisted drums all round. That's typical fitment for the day.

This car has a remarkable history, with just one owner from year dot through to 2008, when its new caretaker tackled some restoration work. As a result, there is a pile of documents and history going back several decades – something prized by

serious classic car collectors.

Overall this car presents well and seems to do pretty much what you'd expect. There's a power roof in good shape and it makes all the right noises.

Certainly if the idea of a big American convertible appeals, then something like this with a bit of 'attitude' under the bonnet would have to be worth a look.



Know your GTOs

The first GTO series of 1964 was an option package from the Tempest series, available in two-door coupe, hardtop and convertible. Standard fitment was a 389ci (6 litre) V8 claiming 325 horsepower. A number of dealer-made Bobcat specials were built, with an additional 30-50 horsepower.

The series was restyled and made three inches longer (on the same wheelbase) for 1965. While the 389 engine was tuned for 335hp. Auto was standard, but you could order a four-speed manual.

A major restyle was introduced in 1966 and the GTO became its own product line. The underlying mechanical package remained much the same.

By 1967, the range had a minor facelift but was given a mechanical refresh, including the 400ci powerplant and TH-400 transmission.

Fast Facts

1967 PONTIAC GTO CONVERTIBLE

BODY steel

ENGINE 400ci v8

POWER 335hp @ 5000rpm

TORQUE 598Nm@3400rpm

PERFORMANCE NA

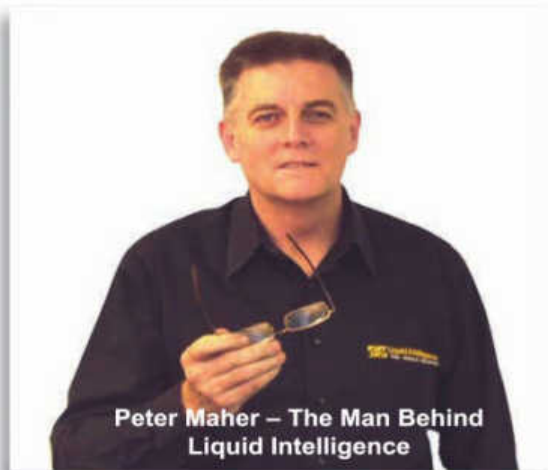
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Scale restricts the engines ability to transfer heat resulting in elevated engine temperatures. This vehicle below had a build-up of mineral scale and oxide deposits in its cooling system causing the engine to repeatedly overheat



Radiator Before Liquid Intelligence 239

To actually see the problem...a fibre optic camera was inserted into the top tank of the radiator.

Images were taken before and after using the Liquid Intelligence 239 Engine Cooling System Cleaner Kit. The cleaning process took a little more than three hours to complete. These after images show that Liquid Intelligence 239 dissolved all the ferrous and mineral scale. The treatment restored the efficiency of the entire cooling system back to new.



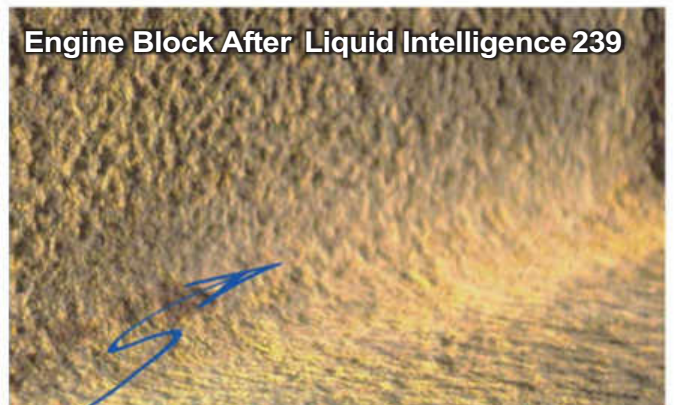
Radiator After Liquid Intelligence 239

Liquid Intelligence 239 entirely dissolved the scale deposits...restoring full coolant flow...and helped fixed the overheating problem..



Engine Block Before Liquid Intelligence 239

This image taken with a fibre optic camera shows deep rust scale in the water jacket of an older vehicle. These scale deposits can decrease cooling system efficiency and cause engine overheating.



Engine Block After Liquid Intelligence 239

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This image shows rust scale that has been scraped from the water jacket of a V8 cast iron block.

"A fast flush with a 300ml bottle of radiator flush will not remove what it took years and thousands of kilometres to build up"

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You cannot purchase Liquid Intelligence 239 from part stores or automotive distributors. Liquid Intelligence products are only available by phone directly from us or from our website via PayPal. We prefer to sell direct and not through a retail outlet because of the technical nature of our speciality chemical range. You can call Peter now toll free from anywhere in Australia on 1800 441 163 for a chat about product and application information or to simply purchase Liquid Intelligence. The Sydney office is open from 7am to 7pm seven days a week.



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Nov '07 – Porsche 911T 2.4

Back in 1972 there weren't many cars on Australian roads more likely to generate avocado-hued envy than an orange Porsche on a set of Fuchs 'windmill' alloy wheels. Race-goers loved the way Jim McKeown's Improved Production Porsche hounded V8s but it took until quite recently for early 911s to translate desirability into surging values. Even in 2007, anyone seeking \$70,000 for a 911E would be deemed more than cheeky but that attitude has changed. Cars the equivalent of this one now frequently vault the \$150,000 barrier and are heading higher.

Then \$69,500 Now \$155-170,000



(UC019-037-06) MASERATI 1967 GHIBLI V8, 75,000 miles, red/black leather. Owned by fanatical enthusiast. Almost concours and drives perfect. A superb GT Tourer. NVT 274. **\$63,990**

May '97 – Maserati Ghibli

Sorry for all who aren't 'baby boomers' who missed the opportunity to open a late '60s motor magazine to marvel at the most extraordinary car designs ever penned. The E-Type, Miura and 246 Dino sit on the pinnacle, with cars like this Maserati not far below. With 257kW and good for 260km/h, the Ghibli was Maser's first successful V8 supercar (1150 coupes made against just 50 of the earlier 5000GT) and for years remained underpriced. Today they are no longer cheap, but compared with the money being made by Miuras, Daytonas and the like they still very much rank as bargain buys.

Then \$63,990 Now \$260-290,000



(kpc) GAZ Russian Army 4WD Command Car. Only one in Australia. Excellent condition throughout with manuals and some spares. Parts available. Very historic vehicle. Would suit collector, Museum or movies. **\$13,000**

Dec '88 – GAZ Command Car

Now tell me again; you bought a Prado because it's tall and intimidates other parents when they try to steal your parking spot at play-group? Well, just pray none of them ever lays hands on this escapee from the Eastern Bloc. We doubt that the artillery poking out of the scuttle would be operational but those guards are real steel and the bumper's very much the business. This four-door is likely a derivative of the 2.2-litre 69M made during the 1960s and a distant forerunner of the Lada Niva. No one seems to have sold one in quite some time.

Then \$13,000 Now \$15-20,000



What is your car's problem?



(UMP-017-89) FIAT DINO 1967 Ferrari Dino V6, red, beige interior, elect windows, all new Michelin tyres, Koni suspension, steering, brakes & exhaust. Stunning condition. History 10mths ago. RWC. Vic \$26,000 ono

Feb '97 – Fiat Dino 2.0 Coupe

We get the feeling that not a huge proportion of Fiat's Australian import quota went towards landing examples of the lovely but expensive Dino Coupe. The Fiat versions - there was an open-top Spider as well - predated Ferrari's 206GT and sold pretty well considering the exotic origins of its V6 engine. In the space of just two years, 3670 of the 2.0-litre Fiat coupes were built and then replaced by the 2.4-litre version. The last Australian sale we found realised \$34,000 but that was in 2011 and overseas values have climbed considerably since then.

Then \$26,000 Now \$65-80,000



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Rare & genuine matching No's car with 318 V8 & factory 4 speed.
New 2 pac paint/teal green metallic. Interior re-trim. Many new parts.
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\$19,500 OBO

Aug '08 – Chrysler CL Drifter

Whoever chose the name for these Valiant vans had either a firm grasp of the ironic or never drove one with any degree of intent. Carrying way too much body for their rudimentary suspension, Chrysler's vans might appropriately have been called the 'Tail-Happy Barrier Slapper' or perhaps 'Fall Over And Skid Down The Road On Their Sider' but nothing that implies controllability. CL vans lasted barely 12 months in the market and sales were mercifully minimal. This one looks to have been nicely preserved and warrants a spot in a museum somewhere – just not on the road.

Then \$19,500 Now \$25-30,000



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RARE SIGMA SUPER SALOON



(UCD-229-186CP) 2.6. Power steering, air conditioning, alloys, electric windows, as new original interior, superb original body, very tight, smooth and quiet to drive, few in this condition, suit enthusiast/collector. UBZ 311.

\$2,950

Nov '03 – Mitsubishi Sigma 2.6

A Sigma? What's a Sigma doing in here, they're not rare are they? Sadly, yes they are. The car that changed Australia's perspective on motoring has been neglected almost to extinction, yet values have barely doubled during the past decade. During the 1970s when fuel costs dominated car-buying decisions, the Sigma was king and kept its crown until the 1980s. This GK Super has the 2.6-litre engine and more equipment than the average 'rep' car but after 20 years was reduced to the status of a cheap runabout. Someone who paid \$3K likely scrapped it when the tyres wore out.

Then \$2950 Now \$5500-6500




(88-12-6) 1976 PURVIS EUREKA VW Engineered car that has been extremely well looked after. White car with black trim. Performance mags goes well. SXS 828

\$9,990

Jan '94 – Purvis Eureka Sports

For many years Australia pioneered the advancement of build-it-yourself cars and among our most prolific producers was Alan Purvis. After battling the Canberra bureaucracy and design regulations, Purvis adopted as the name for his UK-sourced Nova Australia's oldest symbol of civil disobedience. This car in unusual white looks to be one of the earlier Eureka's, with shallow side windows, 'nostrils' in the front panel and bugged-all headroom. Offered at a time when oddball cars were tough to sell, the price was scary but someone who paid \$6000-7000 will have done OK.

Then \$9950 Now \$25-30,000



MERCEDES BENZ 600 PULMAN STRETCH LIMO
(UV989-243-01) 1965. Blue, leather interior, factory stretch, believed to be only 1 of 2 in Australian delivery (York Motors). Very collectable. TDD 480.

\$90,000

Jan '05 – Mercedes-Benz 600 Pullman

Name a slightly unhinged head of state or eccentric rock star and there's a good chance that at some point in the past 50 years they will have owned a Mercedes 600 Grosser. The short-wheelbase version was relatively common (2190 made) but this is a four-door Pullman with 700 additional millimetres between the axles. Few of the longer version came here – the ad says two – and tyre baron Bob Jane had one of the ultra-rare soft-top Landauettes. The 2005 asking price was low by international standards and this car may have headed offshore.

Then \$90,000 Now \$275-300,000



(UM005-120-01) ZIMMER 1982. The ultimate statement. One of only 1400 ever made, possibly the only one in Australia. RHD this car is absolutely beautiful, lovely to drive, fully optioned. Recaro and leather interior, very elegant. V/NB IFABP26F124706. For only ...

\$39,950

Jan '01 – Zimmer

'Elegant' isn't the word that springs immediately to mind when looking at this extraordinary tribute to questionable taste. However there have been plenty of prominent people with no qualms about being seen alighting from something more glitzy than the Coronation Coach. Current equivalents of this 1980s Golden Spirit coupe are Mustang-based and cost US\$218,000 so there is some justification for used values soon to nudge six digits. The vendor was very likely correct in believing it to be the only one here and one of very few RHD Zimmers as well.

Then \$39,990 Now \$70-80,000



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What's **hot on the block** this month...



AUCTION ACTION

ANDY ENRIGHT

1986 Alpina B10 3.5

As soon as this Alpina appeared on Shannons' auction list, emails started pinging back and forth across the *Unique Cars* office. Why? Because it's super rare, it's rapid and it looks in fine fettle. Based on the E28 535i, Alpina massaged the 3.5-litre M30 straight-six engine up to 261bhp (195kW) and torque to 345 Nm. Both the head and combustion chambers were redesigned, fitted with Mahle high compression pistons, a

revised camshaft and a new exhaust. The B10 also got upgraded brakes, 16-inch Alpina rims, and uprated suspension. This one's build number 23 from a total of 25 built by the UK Alpina distributors Sytner of Nottingham, and is just one of five automatics made.

SOLD!
\$21,000

WHERE
SHANNONS, MELBOURNE



1976 Maserati Khamsin

Maserati only made 435 Khamsins, arguably the most beautiful Italian car of its era. Penned by Marcello Gandini, the man responsible for the Lamborghini Countach, the Khamsin was angular but those filament-like pillars gave

it a delicacy of touch that contrasted well with the bold glasswork and thrusting 4.9-litre V8. The floating tail lights are a deft design touch although US-market cars had their rear lights and bumpers utterly bungled. Underneath are a bunch of Citroen SM hydraulics, so don't expect this one to offer easy upkeep. This one's had a recent mechanical refresh but otherwise presents in wonderfully original condition.

SOLD!
A\$405,000

WHERE
ARTCURIAL, PARIS



1978 Ford Capri 3.0 S

While the last of the line 2.8-litre Capris act as flypaper for Ford freaks, these earlier 3.0-litre S models might just be that bit cooler. Call it a Seventies vs Eighties thing. Back in the day, this would have vied with the Escort RS2000 for the attentions of European buyers, the lazy torque of the Capri's Essex V6 donk giving it the mini-Mustang feel the early

four-cylinder cars never quite carried off. This one comes with a pinstripe interior and with only 25,631 miles on the clock, it's as good as they get.

SOLD!
A\$49,185

WHERE
SILVERSTONE, UK



1952 Land Rover Series 1

Who would have thought a vehicle designed to be a cheap, rugged, go anywhere light agricultural-utility, which sprung from the ashes of World War II would become quite such a collectible? This is the first of the Land Rovers fitted with the two-litre engine and has been fully restored by Ken Wheelwright. The chassis has been galvanised and painted in period correct deep bronze green. Parts beyond

repair have been replaced with Land Rover new-old stock components. Who knows? Maybe restored Series 1 Land Rover values could follow the soaring Land Cruiser BJ40.

SOLD!
\$81,900

WHERE
SILVERSTONE, UK

1975 Ferrari 308 GT4

Could this be Australia's cheapest Ferrari? Okay, so the Bertone-styled 308 GT4 2+2 has never been one of Maranello's high flyers, but the shape has worn well over the

years and has a lovely early supercar-era angularity about it. The 2.9-litre V8 doesn't sound bad either. We hear a lot about 'unmolested' cars. This isn't one of them. Think Vatican pageboy. Those cut slick tyres don't exactly smack of something on classic rego either. Still, someone just bought a Ferrari for Ford Focus money. Mustn't grumble.

SOLD!
\$36,500

WHERE
SHANNONS, MELBOURNE



1982 Ford XE Fairmont ESP

Let's get something clear straight off the bat. This car's had a bit of work. Originally a six-cylinder Fairmont Ghia ESP, a previous keeper decided there's no replacement for displacement and gone large, with the must-have 351 V8 and top loader gearbox combo. It's also had new suspension all round and a new carburettor and has the neat Scheel seats and Snowflake alloys. This rather delightful slug of

Eighties excess is finished in Chestnut, which usually is the colour of choice for hiding any rust or coolant leaks but this one looked minty. A late bid carried off the goods for \$22k.

SOLD!
\$22,000

WHERE
SHANNONS, MELBOURNE

ON THE BLOCK 1988 Lamborghini LM002 – RMA, Detroit

What you're looking at here is the goose that's going to lay a lot of golden eggs for Lamborghini. The 444bhp 'Rambo Lambo' gives the Italian marque something invaluable: instant authenticity to launch a contemporary SUV. One thing's for sure though. It'll never have the same presence as this 5.2-litre V12 monster.

With a Countach engine up front, less seating capacity than a Fiesta and 30L/100km fuel economy, this wild and crazy 4WD Lambo isn't shy of charisma. Oil-rich sheikhs, Russian oligarchs and NBA players, point your people to the Motor City.

*RM Auctions, Motor City
July 25th*





1972 Saab 96 V4 Coupe

Powered by its doughty Ford-sourced V4, the 96 was Saab's first four-stroke offering and powered its way to success in the 1968 and 1971 RAC Rally and the 1973 and 1976 Swedish Rally. Light but tough, with great traction and a front end with double wishbone suspension and punchy disc brakes, the 96 got the basics right. Built at the Valmet plant in Uusikaupunki, Finland,

the last 96 rolled off the line in January 1980. It's taken a while for prices to rally, but now's the time to angle for the one in your neighbour's yard.

SOLD!
A\$38,750

WHERE
ARTCURIAL, PARIS

1980 Porsche 924 Carrera GT

The 924 has long been the car that 'true' Porsche people sneered at. With the engine at the wrong end, the 924 was originally designed to be a Volkswagen and even they turned it away. While it's true that early 924s are no great shakes, this is something quite special. Porsche made just 406 of these Le Mans homologation specials, powered by a turbocharged 210bhp engine, sending a lightened body up

the road. Whisper it, but this car was quicker than some contemporary 911s. Even rarer GTS and GTR models do exist, if you really want to push the boat out.

SOLD!
A\$131,900

WHERE
ARTCURIAL, PARIS



1957 Chevy Bel Air

Here's a fact you may not know about these lovely Chevy Bel Airs. Between 1955 and 1957s they were built here in Australia in right-hand drive guise, built up from knocked-down kits shipped from Oshawa, Canada. Unfortunately, this isn't one of them. It's an original left-hooker with the 283ci V8. It misses out on the injected Super Turbo Fire V8 as well, Chevy's first production engine to develop one horsepower per cubic inch of capacity. Aside

from all that, this one looks a screaming deal. This car went from California to Ohio and then to Michigan before making its way to Australia. The last US owner must have liked it. He kept it for 34 years.

SOLD!
\$70,000

WHERE
SHANNONS, MELBOURNE

1973 Bolwell Nagari

You might remember we featured a '73 Bolwell in issue #376 and while that six-cylinder Mk VII was a pretty thing, this 351 V8 Nagari is altogether more serious. The 350bhp lump has been recently treated to new alloy heads, roller cam and rockers, intake manifold, new timing chain, harmonic balancer and fuel pump. The green paint looks lustrous and the black interior could really only be improved

by retrofitting a period-look stereo faceplate and hiding the door speakers. This matching numbers car is one of 118 built between 1970 and 1974 and deserves its place at the top table of Aussie muscle cars.

SOLD!
\$64,000

WHERE
SHANNONS, MELBOURNE

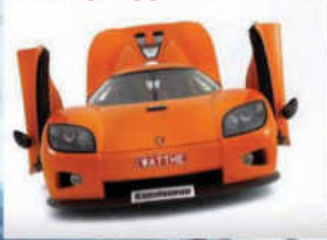




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EDITOR'S PICKS

UNIQUE CARS' BOSS, GUY ALLEN, TAKES YOU ON A TOUR OF THE TITLE'S FINEST DEALS. **THIS TIME, HE'S ROPED IN SOME OF THE TROOPS**

We've been immersed up to our armpits in the Unique Cars classifieds trawling through pages and pages of cars to bring you some gems. We've had plenty of entertainment, the odd puzzling experience and no end of learning opportunities along the way,

and the more we look, the more we love you guys out there in Uniqueland. So here's just the merest soupcon of some of the brilliance available for sale through Unique Cars' classifieds. Find 'em all on TRADEUNIQUECARS.COM.AU, or go straight to them by scanning the QR codes.



1990 PORSCHE 911



FOR QUITE some time, the 964-generation of Porsche 911 was the forgotten model, overlooked as the Porscheophiles fawned over its successor, the 993. Yes, the 993 did look a bit sleeker and feature cleverer suspension, but the 964 feels like a beautiful transition from classic 911s to the modern era, this being the first 911 to get all-wheel drive. This Guards Red example features the two key constituents to preserving any 911's value, namely a manual gearbox and a hard top roof. The 170,000 showing on the clock isn't an unreasonable number and although some might point out that we're in a seller's market right now, compared to what else is on offer, fifty grand seems a reasonable ask.



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2006 CORVETTE Z06

IF YOU were thinking of dropping a seven-figure sum on a used car, you'd probably want to know a little more about it than "This is a stunning car with incredible performance. No dents or marks. Black interior." So let's fill in some of the gaps. This Corvette Z06 has just 29,000 kilometres on the clock, which is nothing for an engine with the reserves of the classic LS7 7000cc V8. The Z06 will hit 100km/h in 3.6 seconds thanks to 376kW and a frame constructed from aluminium rather than the usual Corvette's steel. Other weight saving measures such as balsa wood/carbon fibre composite floors and a magnesium alloy engine cradle were used. With enough about it to keep a 911 GT3 honest, the C6 Z06 is one of the most special performance cars \$100,000 will buy.

\$105K



1974 VJ VALIANT REGAL

ANYBODY'S WHO has undertaken a restoration on any classic car knows how the total cost of the job insidiously creeps up. Fifty dollars extra here. Thirty dollars postage there. Before you know it you've blown ten grand and all you have to show for it is an extra nine horsepower, a shinier grille and headlights that no longer pass roadworthy because they're so bright they'll melt wallaby retinas. So why not let someone else bear that financial strain? Someone like Wayne here, who has done all the hard work on this magnificent Regal. Fitted with the 265 Hemi motor and featuring an interior that gleams like Uncle Phil's head in the midday sun, this one looks a solid winner.

\$18K



2008 HOLDEN MALOO VE R8

IF ASKED to name the most fun you can have for \$27,000 and which doesn't involve the threat of immediate and interminable incarceration, this Holden Maloo R8 would have to rate pretty highly. Of course many like to portray the Maloo as something slightly antisocial; the perfect vehicle for a bicycle thief on a piece rate maybe. We prefer to think of it as a coupe with a big boot and a bit of Australiana to be proud of. This one claims to have been owned by 'one elderly owner' and we like the thought of an old chap firing up his 6.2-litre V8 and laying some darkies en route to the local milk bar. We'll take the winning aroma of cremated Bridgestones over pee and biscuits anytime.

\$27K



1981 TOYOTA CELICA RA40

TALK TOYOTA Celicas and you probably think of Castrol-liveried rally weapons, with Carlos Sainz sawing at the wheel, eyes out on stalks and various extremities of over-eager spectators sticking out of his grille. But then there's the second generation model and this RA40 liftback in particular. It's lacking in that heroic vibe, but cop a look at the condition of this car for just \$8,500 and then think on the last time you saw one. Yes, it's a bit esoteric, but that's a minuscule amount to pay for a genuine concours-quality vehicle. This rear-wheel drive time warp special is showing just 72,000 kilometres from new on the clock and features a 2.0-litre donk with an automatic gearbox. We like esoteric at Unique Cars and we love this stately Celica.

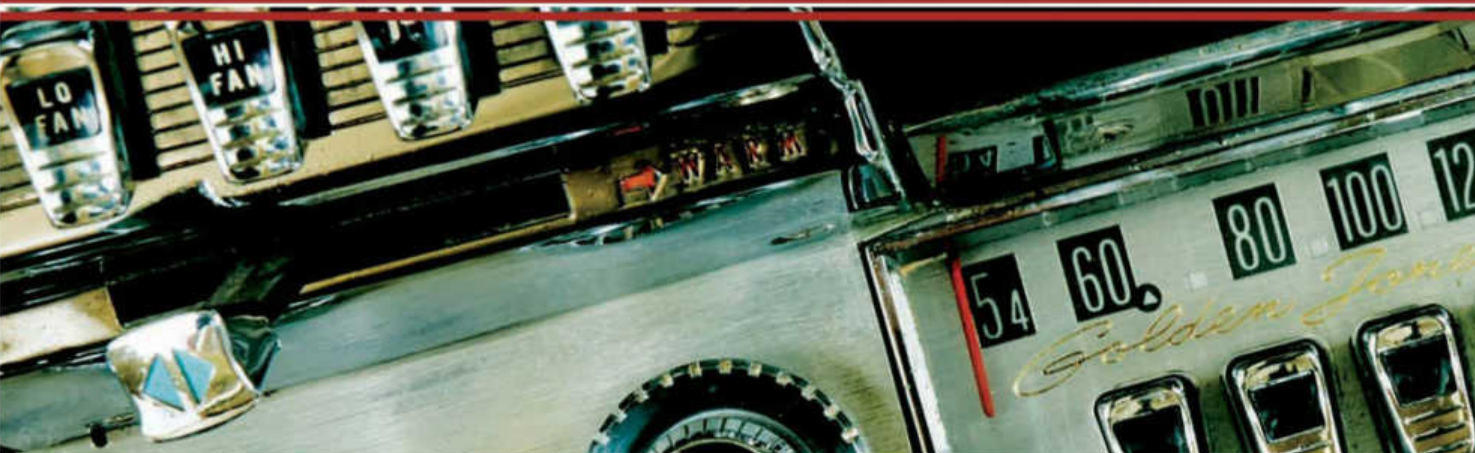
\$9K





Chrysler 300/F

THE MIGHTY 300/F



RED HOT AND RAMBUNCTIOUS, CHRYSLER'S 300/F WAS MOPAR'S MIDDLE-MANAGEMENT MISSILE

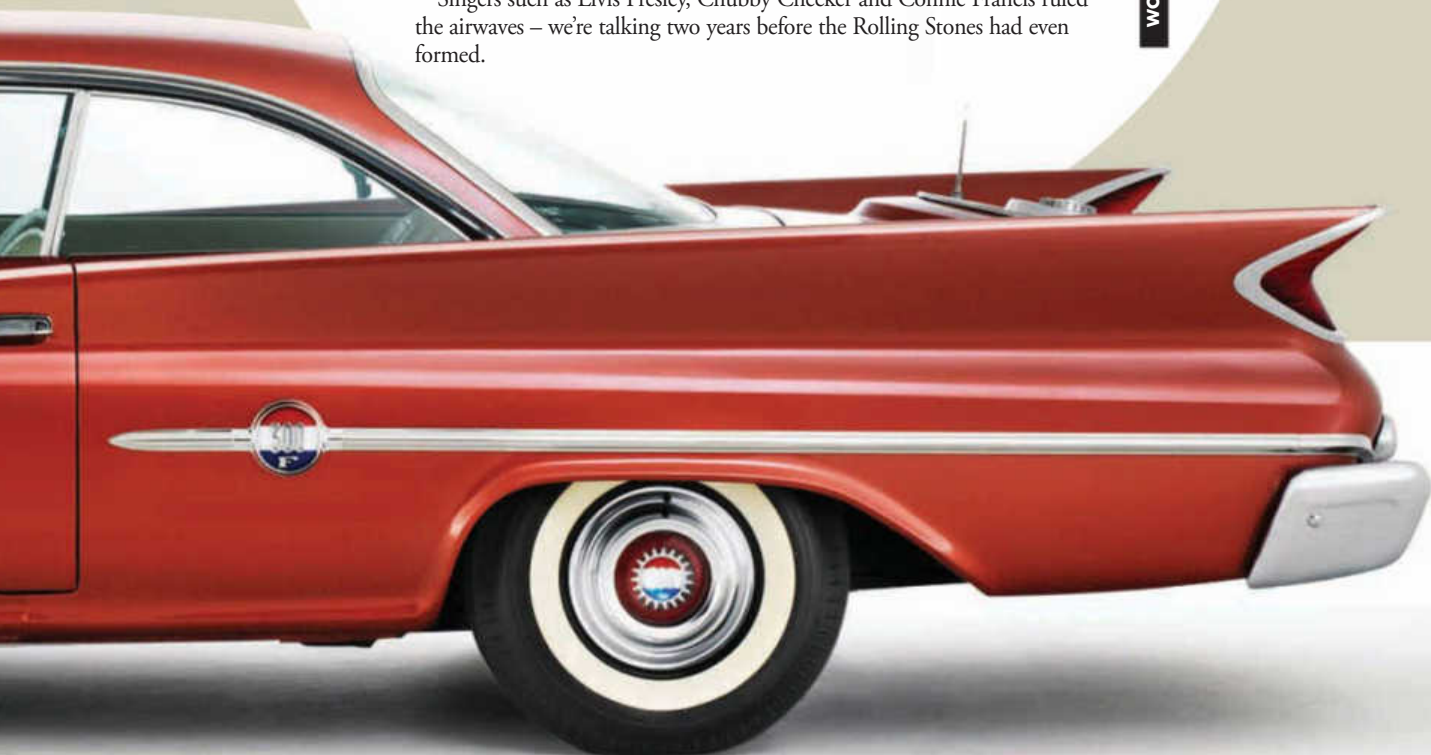
You have to do a little time travel back to 1960 to get a sense of where this massive petrol-driven piece of sculpture – large enough to have its own postcode – came from. In the USA, the times were very different.

We're talking about a country throwing off the last of its World War II legacy, keen to enter a new decade and hopefully a new era when social norms were shaken up, apartheid (or at least the official version) was on the way out, fuel was so damned cheap you could bathe in it and there was crazy talk that it might be possible to land humans on the moon.

When cars like this monster roamed the earth, Republican and trusted WWII general Dwight D Eisenhower (the former Supreme Commander of the Allied Forces in Europe) was concluding his presidential term and was, in the closest race in decades, replaced with Democrat John F Kennedy.

Singers such as Elvis Presley, Chubby Checker and Connie Francis ruled the airwaves – we're talking two years before the Rolling Stones had even formed.

WORDS GUY ALLEN PHOTOS COVENTRY STUDIOS





BELOW Squint hard and you can see a certain resemblance across the model lines.



THE NEW WINDSOR FOR 1960... fresh, fiery beauty at a surprisingly modest price.



THE NEW SARATOGA FOR 1960... balanced performance with a ready-to-go look.



THE NEW NEW YORKER FOR 1960... the finest Chrysler ever built.

Away from all that excitement, long-serving Chrysler designer and team leader Virgil Exner was overseeing a very special project: the 300/F. This was the third and by far most flamboyant generation of the 300 series cars to date.

Think You're Special?

Before we head too far down the F road, let's have a look at what made the 300 letter series cars so special. Edmunds' car valuation service in the USA has a wonderful description of model gestation in corporate America: "Most cars emerge from a cauldron of corporate intrigue and dissolve back into a vat of recriminations and blame-shifting a few years later."

In the case of the 300 series, a 37-year-old engineer basking in the name of Robert MacGregor Rodger convinced the bosses at Chrysler that it was time to showcase a more powerful version of the existing 331 cubic inch Hemi (introduced in 1951 and widely known as the Firepower). The

powerplant had already enjoyed some spectacular race success and Rodger's belief that one with some mods such as a cam, solid lifters, dual four-barrel carburetors and an 8.5:1 compression ratio could make a user-friendly 300-ish horses – considerably up on the 180 produced by a fairly mild original with a single two-barrel carb.

We're told that there was stuff-all budget – certainly not enough for a clean-sheet design – so the 1955 car had to be cobbled up with as many existing resources as possible. The story goes that the first model was essentially a nose from an Imperial matched to a New Yorker two-door body shell with Windsor rear quarters. With some cleaning up from Exner, the design went on sale with a distinctive brutish set of lines that will never be accused of looking elegant.

It proved to be a seriously quick car. Tests of the day claim a top speed approaching 130mph (210km/h) and a zero to 60mph time of 7.4 seconds. A gent called Carl Keikhaefer – the founder of Mercury

LEFT It's fair to say the 300/F was prettier going than coming.

RIGHT Can you imagine a car ad today spruiking 'businesslike manifolds'?



RED HOT AND RAMBUNCTIOUS! 300/F BY CHRYSLER

It's the sixth of a famous family! And, by every measurement, leader of the clan. The 300-F by Chrysler is proud to prove its greatness!

Open the long, louvered hood. The sight that greets you is an engineering masterwork . . . one you'll seldom discover in the world of high-performance automobiles. Nestling there, the "F's" Ram-Injection V-8, its businesslike manifolds ready to feed an instant surge of power with race-bred competence. Note the specially mounted twin 4-barrel carburetors. This engine is built for charging . . . and looks it!

Relax behind the well-placed wheel. You sit on individual

bucket seats superbly fashioned in top-grain leather. Turn the key and you're tuned to action. This car even sounds like it's anxious for the road.

Then, touch the button marked "D." Plant your foot on the pedal and watch the tachometer needle fly. For the 300-F reaches legal limits with breathtaking ease! Nearest thing to flying. Acceleration with a wallop!

Consider the sound, the feel, the look of Chrysler's most prized engineering specimen. It's a rare one that only a motoring minority will be able to own!

...exclusive, exciting, engineered for action!



Big Red

A GOOD 300/F will only rarely come on the market in Australia, but there are alternatives. Lorbeks (lorbek.com.au) currently has a closely-related and earlier car – a 1959 Crown Imperial ragtop with all the fruit, priced at around \$120K. The styling is even less subtle than for the 300/F (yes, it is possible) and it's an earlier mechanical platform. Still, you'll get noticed next time you turn up for the club barbecue...



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The Cross Ram design effectively sites the carbs out as panniers

Outboard – set up a privateer team of 300s to contest Nascar. Those were the days when the category was for production cars with some very basic safety mods.

The team severely embarrassed Ford and GM, taking the championship for that year and generating some sales interest. It was enough to convince Chrysler to keep the model going.

In 1956 the 300/B was born – essentially a 1955 model with more elaborate tail-lights and a beefier 354 cubic inch Hemi in the snout, claiming a very serious 340 horses. You could also get the competition version, with a 10:1 compression ratio and boasting 355hp.

For many it was generation two, starting with the 300/C of 1957, that really set the tone for this series of killer coupes. Based on a new chassis featuring torsion bar front suspension (a feature Chrysler used for years), this car started the whole upswept and massive fins combination. Exner is said to have described it as being part of a corporate “Sweptline” look.

Under the bonnet, the Hemi had now grown to 392 cubic inches (6.4 litres) offering 375 or 390 horses. The former generally scored the three-speed pushbutton TorqueFlite auto while the big bangers mostly came with a three-speed manual.

You could also, for the first time, order a convertible version in what had become a seriously expensive (just over \$4900 for the hardtop), luxurious and high-end car.

A brief and unsuccessful flirtation with Bendix fuel injection marred the otherwise good record of the 300/D of 1958. The handful of cars affected were soon converted back to carburetors. In that form, the faithful 392 claimed 380 horses. There were a few cosmetic changes, but this model is probably significant for being the last hurrah of the Hemi name in a 300-badged car for more than four decades.

For 1959, Chrysler quietly launched then 300/E. At a quick glance you wouldn't pick the visual difference between it and the D. However under the bonnet the new-gen Wedge-head or Golden Lion (or “lion-hearted” in Chrysler-speak) V8 was dropped in. Displacing a distinctive 413 cubic inches (6.8l) it claimed an identical 380 horses (260kW) to the powerplant it replaced.

ABOVE The swivelling driver's seat is an idea that needs to come back.

RIGHT Rodger ponders when the Pont-a-Mousson transmission is going to eat the big one.



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FOR RELEASE IN A.M. NEWSPAPERS
OF JANUARY 8, 1959

CHRYSLER CHIEF ENGINEER FATHER OF 300 SERIES

R. M. Rodger, chief engineer of the Chrysler Division, is shown in the driver's seat of a Chrysler 300F equipped with 400-horsepower high performance engine and imported French Pont-a-Mousson four-speed manual transmission. The new model goes on display January 15.

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ABOVE We love the 300/F's Flight Sweep Dock. Others have likened it to a toilet seat.

BELOW 400hp output could be distinctly rambunctious in the wet.



A RARE KIND OF CAR FOR A RARE KIND OF MAN—THE CHRYSLER 300/F

[illegible]

This was the grunter that took the car into the new decade.

Captain Flamboyant

Now, finally, we stagger into the shiny new decade – the sixties. Perhaps best known for its sexual liberation and creative use of hallucinogenics, it was celebrated by Chrysler in a somewhat less spectacular fashion. The big news was the adoption of a unitary construction for the 300/F – gone was the traditional chassis and body.

The powerhounds out there may have been a little disappointed to see the ultimate

output figure for the 413 Wedge drop slightly to 375, but the boffins in the engineering department promised a lot more low and middle range grunt thanks to ultra-long Cross Ram intake tracts.

By all reports it worked. All two tonnes of the monster could get up and go at a startling rate, and now it got to cruising speed (85mph-plus was recommended by one road-tester of the day) a whole lot easier.

You could nevertheless order a hi-po version, with higher compression and claiming 400 horses, though only a few were made. They could be ordered with a four-speed French made manual which was far from a universal success.

Stick your head under the bonnet of these fin-fests and you're confronted with a spectacular sight that you'll never mistake for another engine. The Cross Ram design effectively sites the carbs out as panniers, with the distinctive crossed inlets dominating the scene. The throttle linkages can be entertaining to set up, but owners reckon it's worth it.

The engine bay is dramatic enough, but that pales a little compared to the cabin. In an F, you're presented with a giant stem to stern centre console, surrounded by huge

lounge chairs – there's no other way of describing them. The front ones not only swivel for easy access, but have electric adjustment.

"Astradome" is not a term you hear these days when it comes to instrumentation, but that's how Chrysler made the driver feel good, with major clocks in a dedicated 'floating' binnacle surrounded by lesser gauges.

Air conditioning was a dealer-fit option (this one has it), while you had power everything else, including windows, aerial and driver mirror.

Regarded as a good handling car in its day – albeit by giant American land yacht standards – it was a predecessor to the fast and feisty machinery you see at the top end of numerous manufacturer catalogues today. The term Grand Tourer very definitely applies.

Owner Dave's story

Owner David Portelli, the President of the Smokin Aces Rod & Muscle Club in Melbourne's west, reckons he got this car more by osmosis than design. He wasn't initially targeting this model, but the more he researched, the more he wanted one.



BELOW You won't mistake a Cross Ram engine for anything else. Just don't call it a hemi.



How to buy a good one

DAVID RECKONS there's no mystery in buying a good car. His top tip? Do your research.

"You've got to be patient and you gotta do your research," he says.

"You gotta know what you're going to buy and in what form. What are the pitfalls? Not just with the car, but with buying something unseen.

"People say you're lucky to have such a good car – not really, because I asked the right questions.

"A lot of people will pull the wool over your eyes. You've also got to respect that their idea of a 100 per cent-looking car is not your 100 per cent.

"You might be tempted to say 'you're bullshitting me because you said it was a mint car' – well to him it probably was.

"Get it checked out by someone you trust and make your own decision."



"I found it in Michigan," he explains. "I was tempted to go over there but didn't have the time available. I got a couple of people to have a look at the car over there, just to make sure. Finally we got it after a lot of to-ing and fro-ing, emails and phone calls.

"It's been pretty much fully restored. A pretty big job.

"Sourcing unique parts was the most painful bit. I've done restorations in the past and, normally, tracking down the parts is part of the fun. But these, my god!

"There's only a limited number of people who stock these old parts in the States and, once you've found it, they're asking an arm and a leg. You've got no choice. They're big-dollar cars because they're big dollars to restore.

"The hard-to-find parts include trim, interior in general. These are cars that they made 960-something of (964 hardtops and 248 convertibles – Ed), so why would you have many spare parts for them? You've got that to contend with and there's probably only 180 or so left in the world. The registry shows less than that. I think there are about

three in Australia these days.

"I like the rarity of it. I've got a Mustang as well, but so does everyone else. That's what attracted me, as most of the Mopar stuff does, because not everyone has got them."

So, go on, tell us why you love it. "The sheer size of it, and the motor. It's got a 413 big block in it, Cross Ram, which is just amazing. The size of it, the fins, the interior,

being a four-seater. You've got a six-metre car and you can only fit four people in it!

And on the road? "It's like riding on a cushion of air, and it's got power. It's not just for cruising, you can put your foot to the floor and it will go. But along the freeway, you don't feel the bumps, it's a giant cushion.

"They just knew what they were doing – unbelievable." 🚗

RIGHT For a flagship model, there were a stack of options available.

BELOW The 300/F is viewed by many as the high point of the 'letter series'.

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Fast Facts

1960 CHRYSLER 300/F

ENGINE FirePower 413ci OHV V8, dual four-barrel Carter carburetors

POWER 279kW @ 5000rpm std

TORQUE 671Nm @ 2800rpm std

GEARBOX 3-spd TorqueFlite auto (opt 4-spd Pont-a-Mousson man), RWD

SUSPENSION Independent, control arms, torsion bar coils (f); semi-elliptical leafs (r)

BRAKES four-wheel drums

WEIGHT (kerb) 1936kg (h/top), (1954kg conv)

0-100KM/H 7.5sec (approx)

¼ MILE 16sec @ 146km/h (Road & Track mag)

MORE INFO www.300f.com.au

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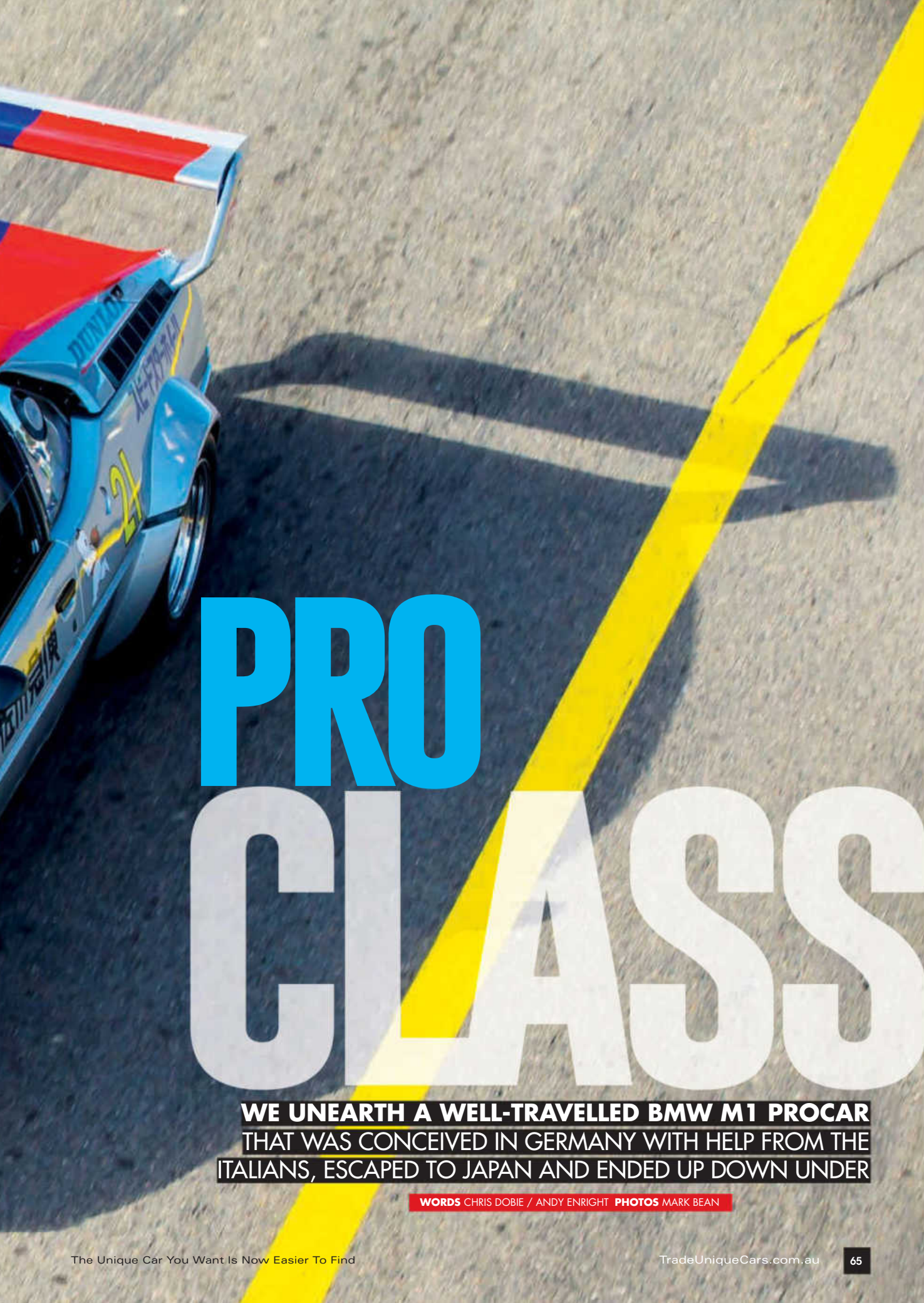


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PRO CLASS

**WE UNEARTH A WELL-TRAVELLED BMW M1 PROCAR
THAT WAS CONCEIVED IN GERMANY WITH HELP FROM THE
ITALIANS, ESCAPED TO JAPAN AND ENDED UP DOWN UNDER**

WORDS CHRIS DOBIE / ANDY ENRIGHT **PHOTOS** MARK BEAN



Do you like disaster stories? We do, especially if they involve Germans. For quite some time, we've been fed a party line by German car manufacturers that they can do little wrong, so let's relax in a warm bath of *schadenfreude* and consider the BMW M1.

If you've looked at auction values lately, you might assume that the M1 is a hero car; a million dollar wedge of Bavarian loveliness that was born to greatness. Think again. It was an almost unmitigated disaster.

Conceived of a notion that BMW ought to raise its profile through motorsport, the company cast around for promising race formats. Formula One was ruled out on cost grounds and BMW instead decided that Group 5 racing offered the best mix of visibility and value.

In order to homologate the spaceframe, mid-engined car, BMW turned to Lamborghini, which had plenty of experience building this sort of thing. The drawback here was that Lamborghini was devoting most of its attention to going bankrupt, and thus failed to honour its commitment to build any cars. Undeterred, BMW conscripted Marchesi to build the multi-tube chassis, and Trasformazione Italiana Resina to fashion the fibreglass body, recruiting ZF to provide the transaxle and coachbuilder Baur reuniting the bits

with the 3.5-litre straight-six from BMW Motorsport GmbH.

Having battled through all of this angst, you can imagine the long faces in the boardroom in Munich when it was announced in 1977 that FISA had changed the Group 5 regulations. The new regulations required a minimum of 400 M1s to be built *within 24 months* to meet



Group 4 regulations before the car could be further homologated for the Group 5 category. It was an impossible task. The M1 project was once again left high and dry. Cue Jochen Neerpasch, BMW's head of motorsport. He proposed a one-make series consisting of the M1 racing cars intended for Group 4, since these racing cars could not legally compete anywhere else.

Procar was raced as the undercard for

various European rounds of the 1979 Formula One season, with drivers earning automatic entry into the Procar event based on their performance in their F1 cars. Niki Lauda claimed victory in the inaugural championship and the subsequent season saw Nelson Piquet carry off the title. BMW chose not to continue the championship in 1981 to concentrate its resources on the main event, Formula One.

So while Procar was an event that arose from a series of catastrophes, it was charismatic, featured some close racing, some great-looking cars and gave race fans the opportunity to see their F1 heroes duke it out in comparable vehicles. When the series wound up after just two seasons the retired M1 racing cars soon became sought-after collector's items.

While aficionados kept track of the whereabouts of the Procar series cars for the next three decades, one had flown under the radar, slipping out of Europe in 1979 to spend its competitive years racing in Japan before being covered by a sheet and stored for almost 25 years.

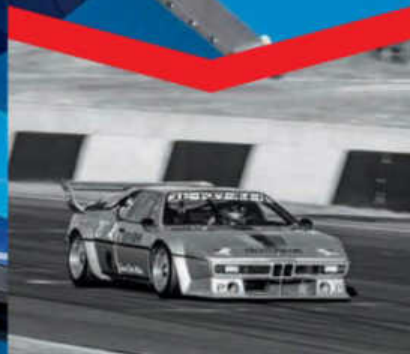
LEFT Baby sumo is the logo for Sagawa Kyubin, the Fed Ex of Japan.

RIGHT The M88/1 engine was the work of Paul Rosche, the same genius who built the McLaren F1's V12 and the 1400bhp BMW 1.5-litre turbo motors for Formula One.



LEFT The M1 was the star of the show at Sydney Speedfest.

BELOW At 42" off the ground, the wing is the loftiest part. Otherwise the M1's the same height as a Ford GT40.



Race Resumé

1979

Suzuka 500 mile

Group C – 1st in class.

1980

Mt Fuji 500km

Group 4 – 1st in class

Mt Fuji 1000km

Group 4 – 1st in class

All Japan Mt Fuji 500 mile

Group 4 – 1st in class

Winner of the 1980 Japanese Endurance Championship.

1981

Fuji 1000 km

Group 4 – 1st in class

1982

All Japan Fuji 500km

Group 5 – 1st outright

All Japan Fuji 1000km

Group 5 – 1st outright

International Suzuka 1000km

Group 5 – 1st outright

World Endurance Championship, Mt Fuji

Group 5 – 4th outright

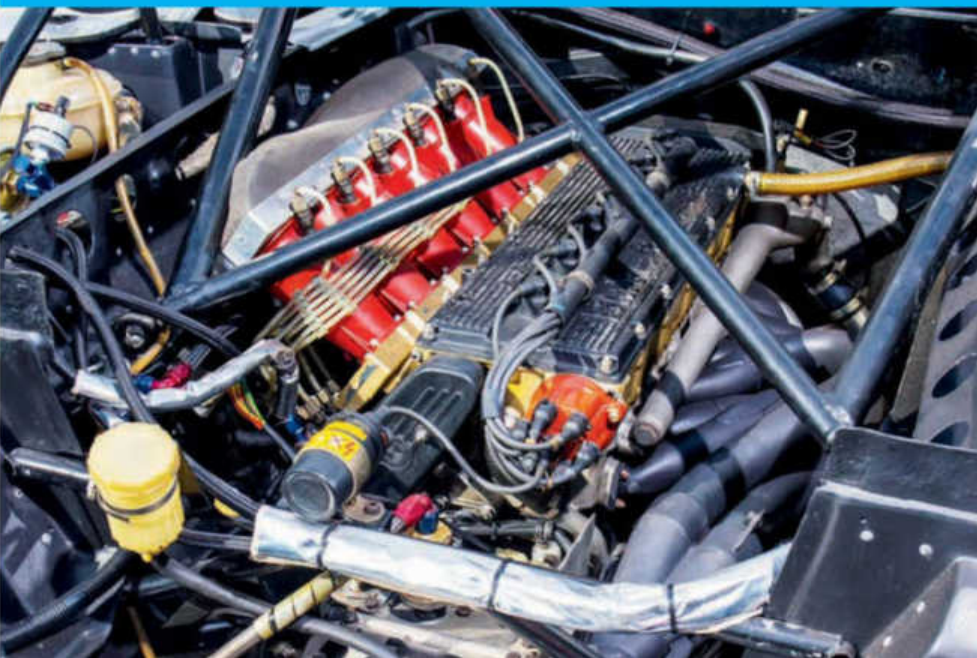
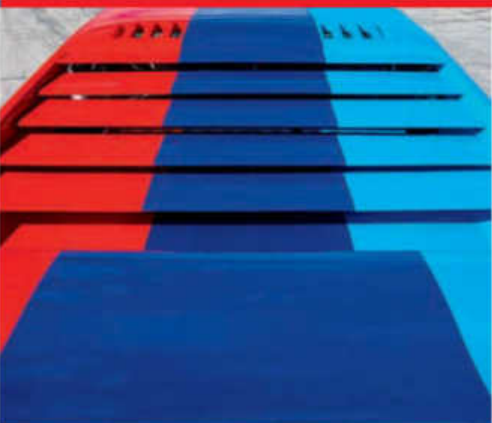
All Japan Mt Fuji 500km

Group 5 – 1st outright Japanese Endurance Champion.

1983

All Japan 500km

– 2nd outright





A recent series of fortuitous events led Dave and Chris Bowden straight to the mystery M1 and it was love at first sight for the collectors of rare racing machinery.

"We were in Tokyo after being tipped off about some Group A racing cars," explained Chris Bowden.

"We ended up at a village about 50 kilometres from Tokyo and as the gentleman was opening garages and showing us his collection, I spotted the back end of a BMW M1.

"It was in its Group 5 guise then, just as it finished its racing career, but there was no mistaking the big fat rear end sticking out from under the dust sheet."

Despite being a fan of the Procar series and the BMW M1, Chris said it wasn't until 2012 that he had the pleasure to see and hear a Procar BMW in the flesh.

"It just blew me away. The sound and the look, it was incredible, everything I'd hoped it would be, but it wasn't something we said we should actively go looking for."

It just blew me away. **The sound and the look; it was incredible...**



ABOVE None of the M1's 1970s Italian supercar rivals had its mechanical durability.

BELOW Interior stripped of the quality kit that made the M1 such a civilised road car.



Tall story

PRIOR TO the car's public unveiling at the Sydney Speedfest, Chris had only driven the car once. It was an uncomfortable experience.

"We spent ages crack testing everything, pulling the engine down, checking the suspension, brakes and safety. We assumed the driving position would be okay, because it looked okay. It wasn't until we got to the race track and sat in the car we realised our error. The Japanese chap who had owned it was quite small and when I got into the driver's seat my head was pressed hard against the roof and I was forced to drive with my head on a tilt."





Following a seven-month restoration project, the stunning sports car has been returned to its original Procar / Group 4 configuration, just as it was delivered to the Japanese Speed Star Wheels racing team in 1979.

The Bowden M1 is the forgotten Procar which has caught many experts by surprise. Its intriguing history has only added to the mystique of the vehicle which made its public debut at the recent Sydney Retro Speedfest at Sydney Motorsport Park.

Chassis #1077 was built by legendary Formula One team owner Ron Dennis, in his pre-McLaren days, when he owned the Project Four Racing team. Dennis and his team built the M1 for an unnamed team to campaign in the Procar series. While the car was finished by Project Four, funding issues meant it was never delivered to the customer and never lined up on a Procar grid. Instead, the unraced car was sold to Speed Star Wheels, crated up and shipped to Japan.

It was delivered to its new owner



ABOVE 470bhp and the ZF box's gearing gives this M1 a top end of 311km/h.

LEFT Was the M1 project torpedoed by frightened rivals lobbying for rule changes? Maybe.

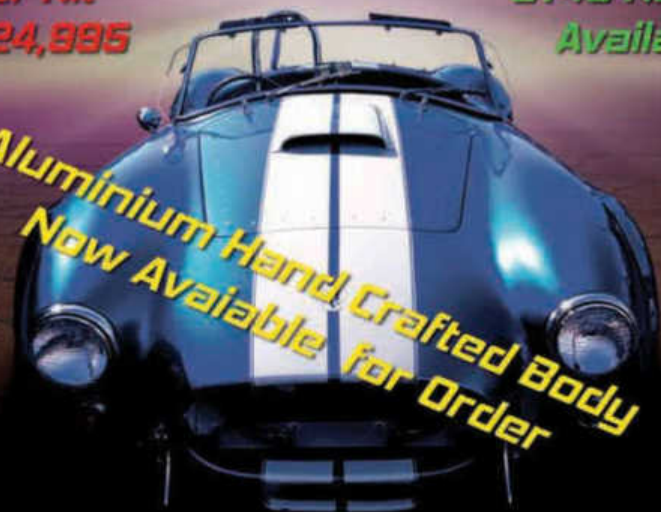
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When asked to name the one thing he likes most about the M1, Bowden was suddenly lost for words. **“Just one thing? That’s really tough.”**

decked out in a unique silver paint scheme with the BMW Motorsport tri-colours running up the bonnet and over the roof. The Japanese team took delivery of the new M1 days before the 1979 Suzuka 500 race, with just enough time to apply the sponsor’s names onto the silver paint and send it out for the first practice session. The car ran faultlessly to claim fourth outright and the honour of being the first M1 to compete outside of the Procar series.

The car was sold in 1982 and converted to Group 5 specifications by fitting a wider and lighter body. In Group 5 form, chassis #1077 claimed a class victory at the opening round of the 1982 World Endurance Championship, finishing the six-hour race fourth outright behind the Rothmans 956 Porsche, Martini Lancia and March-bodied Toyota.

The car was campaigned for a further two years before being retired in 1984 and purchased by the team’s sponsor. While it occasionally saw the light of day at selected

historic events, it spent most of the next three decades under a sheet in a garage.

“When we purchased the car it had been updated the Group 5 specification,” Bowden explained, “but because the car is most famous for its Group 4 / Procar specification, we decided to return it the specs as it was delivered to Japan in 1979.

“We found the only difference between the Group 4 and Group 5 spec was a wider and longer body kit to make it aerody-

namically sleeker. It looked like a simple bodywork change, but it turned out to be quite an in-depth process. This ended up working in our favour because we got to learn so much more about the vehicle than we expected – which is what we’re all about.”

While most people would expect a supercar to have nothing less than a fire breathing V12 shoe-horned amidships, the straight-six lump in the M1 at first seems a bit underspecified. Nevertheless, the 3.5 litre, 24v unit looks huge squeezed between the cabin and rear axle. In race spec some examples of the M88/1 engine reportedly produced upwards of 369kW (480hp) at the flywheel.

“It was quite an advanced engine for its time, with all-sorts of exotic materials in the valves and the head,” Chris explained. “The power output of the race engine is almost double what the road car produces. That’s probably due to BMW building longevity into its engines.





ABOVE Returning the M1's body to Group 4 Spec was a more demanding task than expected but the result is superb.

BELOW Spot the Ron Dennis connection.



Pro Logic

TODAY IT would be unthinkable for F1 hotshots to even look at, let alone drive a marque not aligned with their F1 machines. However until the mid-1980s it was not uncommon for drivers to enjoy a bit of extra racing on the side. It wasn't a total free-for-all though. Due to the fact that the M1s ran Goodyear tyres, F1 jocks whose teams were sponsored by Michelin sat it out. Ferrari and Renault wouldn't play either as they were in the business of selling road cars too.

In racing guise, with fat racing tyres and aero kit, the gorgeous low and wedge-shaped Beemer quickly became every boy racer's dream car. The famous paint schemes made a field of race-ready M1 machines look as sexy as the F1 cars they supported.

For two wild seasons race fans were treated to frantic action from what is still widely regarded as the world's best one-make series. Full time drivers from a range of sports and touring car series, were joined at selected European Grand Prix rounds by Formula One drivers who earned a spot on the grid based on their F1 practice times.

The prize money on offer seems risible by today's standards, the winner of each race receiving US \$5,000, second place netting \$3,000, and third place on the podium earning \$1,000. When BMW decided it wanted to get serious about its Formula One effort, the M1 racers were left to compete in the World Endurance Championship as Group 4 cars, or upgraded to Group 5 specification.



"The race engine will happily rev to 8500rpm, and back in the day the drivers were buzzing them to 9000rpm, but I won't take it past 8000rpm. My wallet isn't big enough," he laughs.

As they methodically restored the car, Bowden and his team were surprised at just how much the M1 is like the Ford GT40, with plenty of steel used in the structure, despite much lighter metals being available.

"I suppose it was a compromise by BMW for being a road car," Chris said. When asked to name the one thing he likes most about the M1, Bowden was suddenly lost for words.

"Just one thing? That's really tough," he said. "It would have to be the unique sound it makes.

"I'm a lot about the sound, that's part of what I love about historic cars. Every time a field goes around you hear 20 different things, but there's nothing else that sounds like the M1."

After spending a day with Chris and Dave Bowden, it was obvious the pair already has a special affection for their silver M1. "We have a lot of collectable cars but they are other people's cars," Chris explained. "The Moffat Mustang is Moffat's car and so on, but this car, well, we've taken

it from one thing and turned it back to original. This is ours, and that's what I keep saying to Dad."

It's been quite a journey, but as far as Chris Bowden is concerned, BMW's magnificent mid-engined misfit has finally found its home 🏠



Fast Facts

1979 BMW M1 PROCAR

ENGINE 3500cc straight-six, DOHC, Kugelfischer fuel injection, dry sump lubrication

POWER 470hp @ 9000rpm

TORQUE 390Nm @ 7000rpm

GEARBOX 5-speed ZF manual

SUSPENSION Double wishbones (f); Double wishbones (r) adjustable anti-roll bars, Bilstein gas pressured shock absorber / concentric, height-adjustable coil springs

BRAKES ATE floating calipers, 300mm (f) 297mm (r)

WEIGHT 1020kg

See the M1 Video!



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1994-1997 Chevrolet Camaro Dash Mould & Jigs
1997 Chevrolet Astra Dash Moulds
2005 Chevrolet G3500 Van Dash Moulds

1974-82 Ford Mustang Dash Moulds & Jigs
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FUTURE



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It's hard to imagine the devastating psychological shock The Great Depression of the Thirties inflicted on the United States of America. The shining confidence of *The New Colossus*, Emma Lazarus' sonnet that appeared on the Statue of Liberty, had shattered. America didn't need any more tired, poor, or huddled masses yearning to breathe free. The stock market crash of 1929 had left the land of the free scratching about for a free meal.

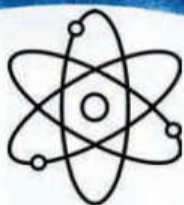
From the ashes of this financial ruin came a beacon of hope. Chicago had bid and won the rights to hold the 1933 World's Fair and national pride overcame any notion of austerity. When the gates opened on May 27th, unemployment was running at a record 25 percent and the public needed a good news story. They got it in the shape of the dizzying technological innovation on display on the shores of Lake Michigan. 'The Rainbow City' included the launch of Cadillac's V16 limousine, the Lincoln-Zephyr concept and a Golden Packard. The fair was originally scheduled only to run until November 12th, 1933, but it was so successful that it was opened again to run from May 26th to October 31st, 1934. The fair was financed through the sale of memberships, and by the time the site closed in 1934 this was the first time in American history that an

international fair had managed to turn a profit.

This all started the cogs turning in the brilliant mind of Charles F. Kettering. He had quite the CV, founding Delco, and responsible for inventions such as the electric starter motor, freon refrigeration, and unleaded gasoline. At the time, Boss Ket's business card read Research VP at General Motors, and he was keen on taking the technological wonders of the World's Fair out onto the road. His brainchild was the Parade of Progress, a mobile expo that would criss-cross the States, and General Motors realised that an entertaining and educational road show would do wonders to subtly express General Motors' technological superiority.

Eight huge streamlined vans were commissioned and built at Fisher Body's Fleetwood plant in Detroit. Six of these 'Streamliners' formed walk-through exhibits when linked together. Another opened up to form a stage while the eighth was a hauler. The first Parade of Progress was a huge success, running from 1936 to the point where Hirohito decided to remodel Pearl Harbor. By that time, the Parade had put well over a million miles under its wheels, had pitched camp in 251 towns throughout the U.S., Canada, Mexico and Cuba, and had played to some 12.5 million people.

You could watch in awe at how 'Science Frees



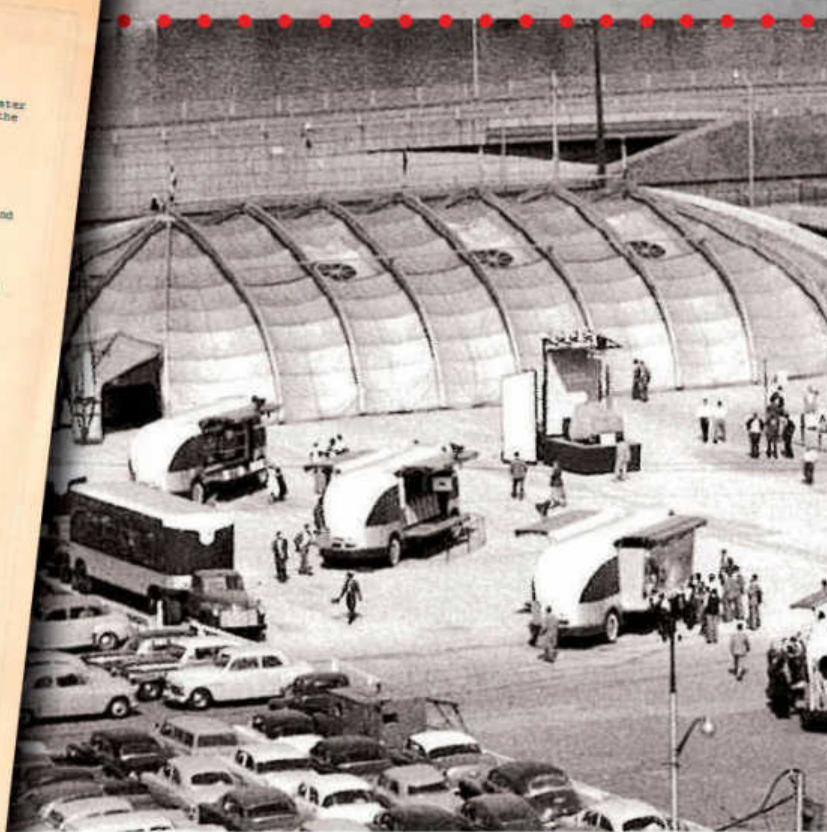
**GM'S FUTURLINER WAS
ONCE THE POSTER
CHILD OF AMERICA'S
TECHNOLOGICAL
OPTIMISM. WE TAKE A LOOK
AT THE BRAVE NEW WORLD
INTO WHICH IT WAS BORN**





LEFT The Parade of Progress ran to a rigid schedule.

BELOW The Aer-O-Dome and the fleet of GM Futurliners.



BULLETIN NO. 23-24

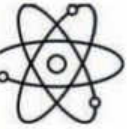
1. Departure from Grand Rapids

- (a) Your wardrobe trunk is to be set in the hall outside your room no later than 7:30 A.M. Wednesday July 27. It will be delivered to your room in the Olds Hotel, Lansing, Thursday July 28.
- (b) Advance Party, as detailed by Operating Manager, will proceed to Lansing under the direction of Mr. Deavenport and go directly to show location to commence setup.
- (c) It is suggested that you double check with Hotel on return of valet and laundry to you before departure.
- (d) Hotel bills are to be paid after 4:00 P.M., Wednesday July 28nd.
- (e) Drivers assigned to passenger cars will be responsible for filling gas tanks and checking oil, grease, and water levels and tire pressure on the evening preceding departure. (Mr. Roddeus will also arrange for washing cars.)
- (f) All clothing not packed in your trunk is to be enclosed in your hand luggage. No clothes are to be hung in vehicles.
- (g) The work uniform is to be worn for the trip. (Advance Party and main group.)
- (h) The cafeteria in the Horton House and the Holly Grill, directly across Ionia Street from Hotel are open at 7:00 A.M. You should allow a minimum of 45 minutes for breakfast in either place.
- (i) Supervisors will make plans to have all their men with luggage loading in passenger cars at the Grand Rapids Parking Garage for departure to John Ball Park no later than 7:45 A.M.
- (j) Main convoy will depart from John Ball Park at 8:30 A.M. sharp.
- (k) Route to Lansing:

In Grand Rapids, leave John Ball Park, turn left into Valley Street.
On Valley Street, turn right into Fulton Street.
On Fulton Street, turn right into Ionia Street.
On Ionia Street, turn left into Hall Street.
On Hall Street, turn right into Division Street.
On Division Street, turn left into Belt Line Road (28th Street.)
(marked Bypass US-16)
Continue on bypass US-16 for 5.4 miles, bear right into US-16 and follow all the way to Lansing.
Lansing Parade Assembly Point on N. Grand River Avenue (US-16) at intersection of Hollywood Street.

2. Arrival in Lansing

- (a) Arrival in Lansing at parade formation point is scheduled for 10:45 A.M.



Women From Drudgery', with stainless steel kitchen utensils, Delco electric irons and vacuum cleaners, a Frigidaire fridge and easy-wipe linoleum. Meanwhile the gents could thrill at GM's car of the future turning up at the motel of the future, its driver alighting wearing apparel of the future. While it all sounds quite hokey and parochial now, remember that back in the late Thirties, there was no television. You might see some of this stuff in newsreel films at a theatre, but this was the first time many small-town folk had seen it for real.

paper cup. As Arthur C. Clarke once noted, "Any sufficiently advanced technology is indistinguishable from magic." The homespun parochialism of the early shows had been replaced by a future that seemed vividly real and, to many, frighteningly uncertain.

As thrilling as the scientific exhibits were, the real stars of the Parade of Progress arrived at the tail end of 1940. The original eight streamlined vans were replaced with a new set of twelve vehicles, dubbed Futurliners. No, that's not a typo. The name



Any sufficiently advanced technology is
indistinguishable from magic.



Post-war, the Parade was reactivated in April 1953. This version of the show remained essentially the same as the 1940 version, but Fred Huddle's innovative Aer-O-Dome tent, with its external aluminium arches and silverised vinyl-impregnated canvas skin, was made even bigger. The exhibits were also updated, with jet propulsion, the atmosphere, the atom, stereo, and metal powder forming highlighting how far the war had pushed technology forward. Scientists demonstrated how an egg could be cooked using induction without melting ice cream in a

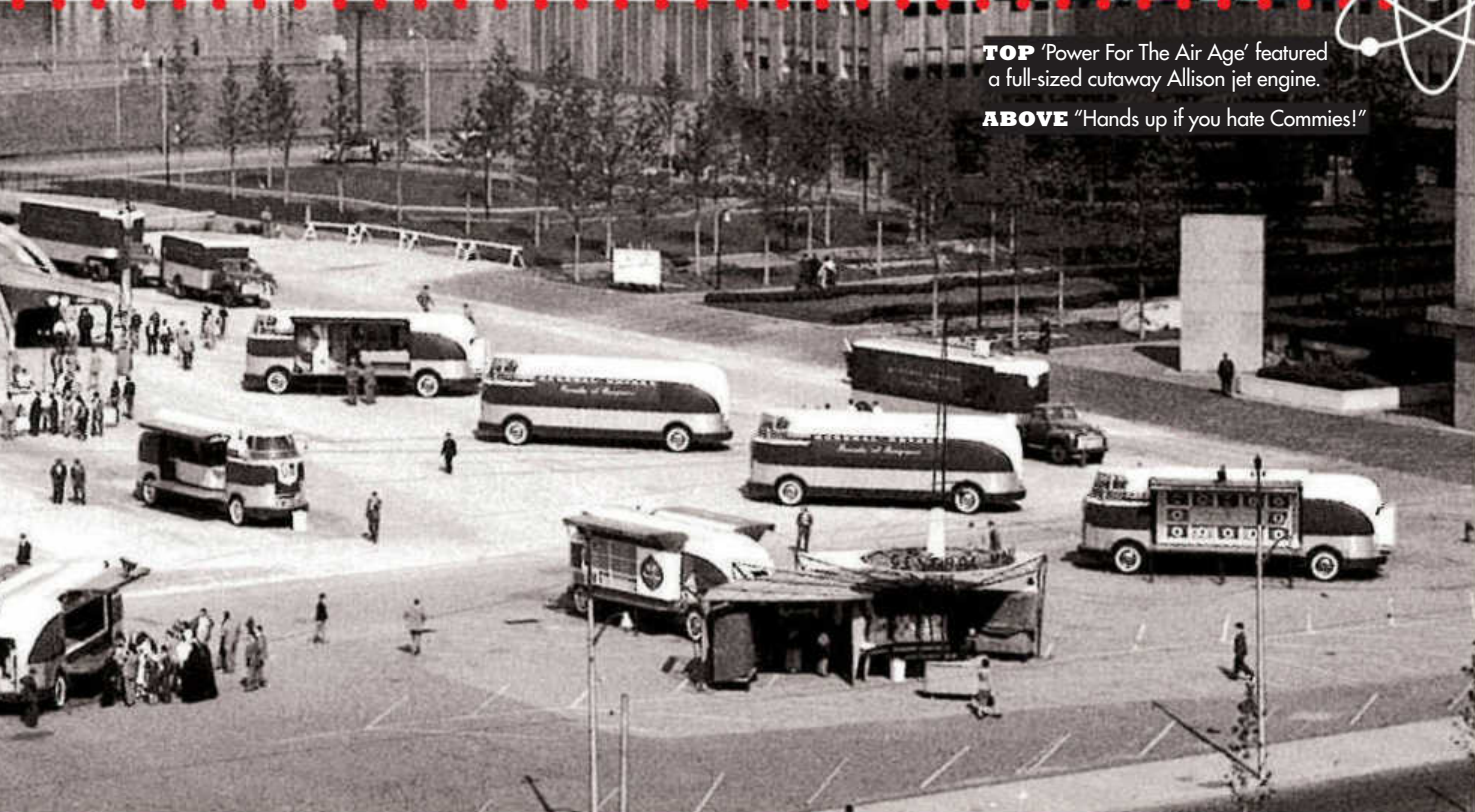
was spelled without the 'e' in 'future' so that GM could trademark the name.

The Futurliners were astonishing then and still pack a visual punch today. It's hard to imagine the impact this convoy of vast, red and white behemoths would have had rolling into quiet rural towns across the US. Get up close to one and you realise how huge they are; fully 10 metres long, 3.5 metres tall and with a 6.3 metre wheelbase. The stylised Art Deco bodywork and deep chrome and red fins catch the eye but there are some intriguing details such as the dual (side by side) front wheels, each wheel



TOP 'Power For The Air Age' featured a full-sized cutaway Allison jet engine.

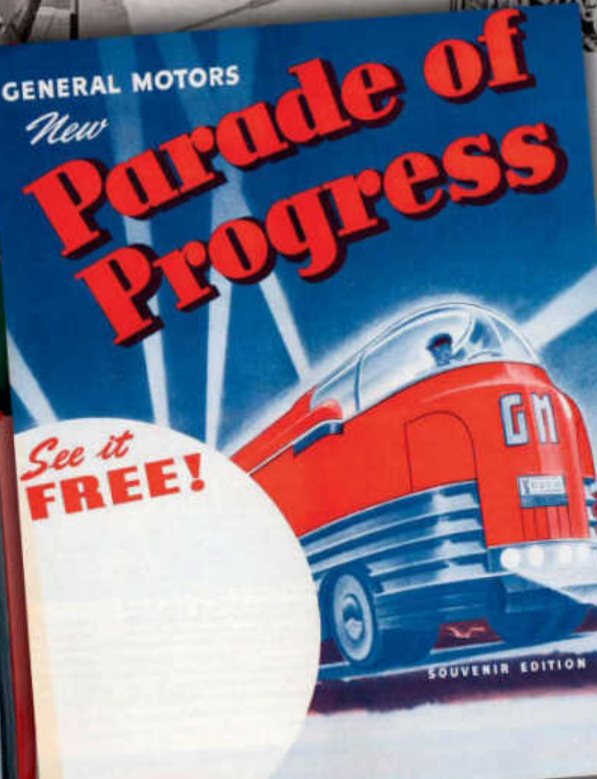
ABOVE "Hands up if you hate Commies!"

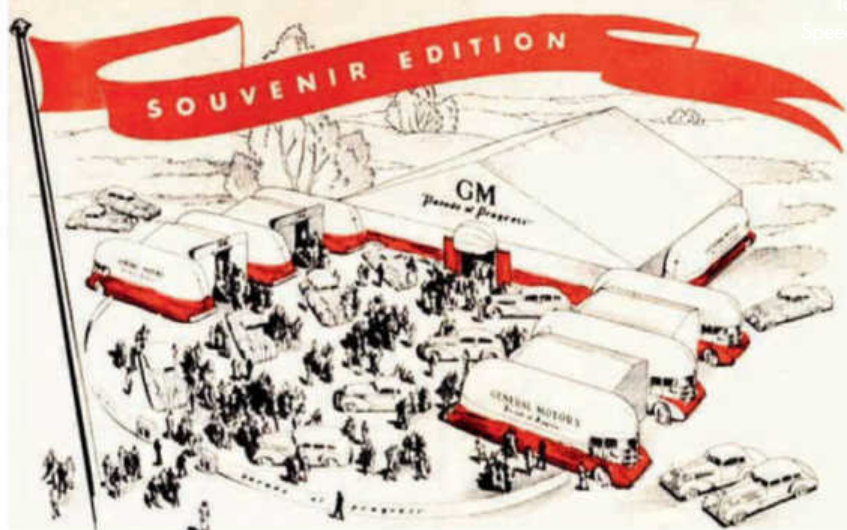




ABOVE The convoy rolls through San Bernardino, CA, February 1955.

BELOW Fuse panel with 'Autronic Eye' box, an ingenious automatic headlight dimmer.





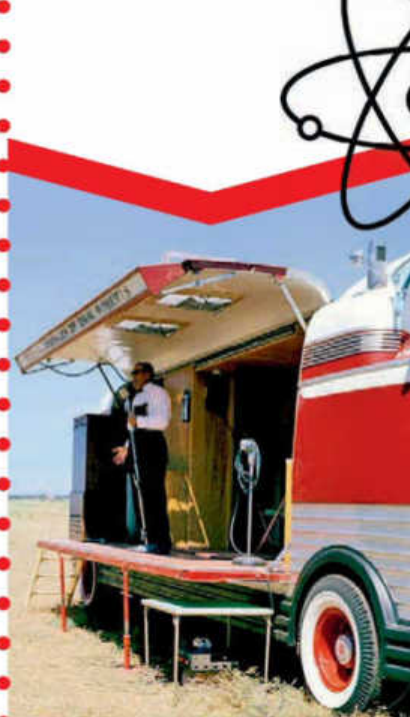
having its own braking system. Virtually all of the Futurliners suffered issues with power steering pump failure which could have made for a few interesting moments behind the wheel.

They weren't quick. The early (pre-1953) models were powered by 4-cylinder diesel engines with four-wheel drive transmissions. The 1953 version got a bit more grunt, in this case a 302 inline 6-cylinder OHV GMC engine. The engine is coupled to a four-speed Hydramatic automatic transmission that is bolted to the backside of another two-speed gearbox, delivering eight forward speeds. There was also a separate power take-off gearbox which made driving the Futurliner a bit more

involved. To engage this gearbox, the driver had to walk to the back of the vehicle and manually select one of the three gears, effectively giving 24 gears. Amazingly there is yet another gear reduction system onboard but this was rarely used. Top speed? Not much better than 60km/h. The future was clearly not something to be rushed.

The first-gen Futurliners were fitted with a Jetsons-style Perspex bubble canopy but due to the fact that the vehicles weren't air conditioned, drivers often found themselves slowly roasting inside. It also meant that drivers needed to climb a stairway to enter the 'cockpit' which then positioned the driver's head at over three and a half

Top speed? Not much better than 60km/h. The future was clearly not something to be rushed.



Oral Roberts

AMERICA'S MOST influential preacher might have been Billy Graham, but Oral Roberts ran him a close second. A man who devoted himself to personal enrichment, Roberts was said to have been inspired by the Third Epistle of John. His eye caught verse two, which read: "I wish above all things that thou mayest prosper and be in health, even as thy soul prospereth." Roberts decided that God thought rich people were pretty much okay.

Roberts acquired a Futurliner in the late fifties and converted it into what he called the Cathedral Cruiser and travelled to Mexico and Central America to spread the word of the Lord and rake in some contributions in the process. Windows were cut into the side door to improve lighting and ventilation and the Cruiser carried Vida Abundant signwriting. The current whereabouts of this particular vehicle is unknown.

Dogged by exposés of his charlatan healing practices and financial malfeasance, Roberts eventually had to sell his palatial homes in Palm Springs and Beverly Hills, California, and three of his Mercedes cars, but continued to wear his silk suits and blingy jewellery – edited out by his staff on publicity photos. Who knows, perhaps Roberts' bible was missing Matthew 19:24?



The Unique Car You Want Is Now Easier To Find



As befits a vehicle designed for demos

The Parade of Progress made its biggest

82



WHERE ARE THEY NOW?

VEHICLE #1

ORIGINAL DISPLAY

"Miracles of Heat and Cold"

STORY Location currently unknown.

VEHICLE #2

ORIGINAL DISPLAY

"Our American Crossroads"

STORY Display located at GM Heritage Centre in Warren, Michigan.

VEHICLE #3

ORIGINAL DISPLAY

"Power for the Air Age"

STORY This one turned up in the collection of five Futurliners owned by concept car collector Joe Bortz in the 1980s. Brad Boyajian of American Movie Trucks in Chatsworth, CA picked it up in the late 90s and sold it in September 2011, reportedly for \$247,500. Kindig-it Design, of Salt Lake City, UT commenced a full resto in early 2013, appearing at the 2014 SEMA Show.

VEHICLE #4

ORIGINAL DISPLAY

"Diesel Power Parade"

STORY Location currently unknown.

VEHICLE #5

ORIGINAL DISPLAY

"World of Science"

STORY This is the infamous Futurliner Hauler. It donated its rear end to No. 8 and its front axle to No. 10. Its previous owner attempted a resto but ran out of cash. Brad Boyajian converted it to a hauler with a Cummins NTC-230 855-cu.in. straight-six diesel and it was offered for sale in February 2014 for \$1.25m.

VEHICLE #6

ORIGINAL DISPLAY

"Energy and Man"

STORY Location currently unknown.

VEHICLE #7

ORIGINAL DISPLAY

"Out of the City Muddle"

STORY Currently owned by Peter Pan Bus Lines of Springfield, MA. Restored in 2000 and subsequently repainted from Peter Pan green back to original red. Running a 4-cylinder GMC 4-71 diesel coupled to a HT740 Allison transmission.

VEHICLE #8

ORIGINAL DISPLAY

"Around the Farmhouse Clock"

STORY The rear-ended Futurliner. This was sold to the Michigan State Police as a spare for Vehicle #11 and was scrapped in the same yard in Spring Lake. It ended up in a scrapper in Yuma, AZ and in 1999 was purchased by Brad Boyajian in California. In late 2007 it was sold to Nicklas Jonsson in Sweden, with a scheduled resto completion date of 2018.

VEHICLE #9

ORIGINAL DISPLAY

"Reception Centre"

STORY Bob Valdez famously converted this Futurliner into a motor home. It was offered for sale in 2013 for \$425k.

VEHICLE #10

ORIGINAL DISPLAY

"Opportunity for Youth"

STORY Sold to the Goebel Brewing Company as a promo vehicle, then owned by Pulte Construction in

Florida. Donated to the National Automotive and Truck Museum in 1993 after a resto by Don Mayton.

VEHICLE #11

ORIGINAL DISPLAY

"March of Tools"

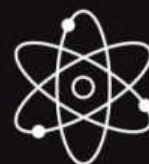
STORY Acquired by Michigan State Police in 1959 as a "Safetyliner" display. Junked in Spring Lake, Michigan. Restored in Canada and used as a FIDO promo vehicle to market cell phones. In 2005 it was re-restored to original and it sold in January of 2006 through the Barrett-Jackson auction for \$4m dollars to Ron Pratte of Chandler, AZ. Resold through Barrett-Jackson in 2015, again for \$4m.

VEHICLE #12

ORIGINAL DISPLAY

"Precision and Durability"

STORY Location currently unknown.





BELOW Have you seen the light? The fluorescent lighting pod kept the soap box derby going well into the night.

BOTTOM Driving position? Reassuringly bus-like.



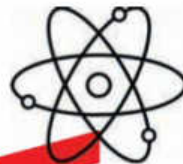
By the mid-'50s, many Americans **had their own windows on the world** in the shape of television.

numbers during an eleven-day engagement in Mexico City in January, 1938. More than 457,000 locals visited the circus of science and research, easily besting its previous biggest engagement in Oakland, California. Prior to the Mexico trip, the biggest one-day attendance had been 30,000. Mexico opened with 79,000 attendees and on no day did less than 25,000 attend. The 1936 tour drew 12.5 million people. By contrast, Major League Baseball scored a 9 million attendance figure that year.

Ironically, it was technology that

ultimately drew the curtain on the Parade of Progress. By the mid-Fifties, many Americans had their own windows on the world in the shape of television. In 1956, General Motors decided to disband the caravan for the final time, but its legacy remains to this day. Many of the bright young things who lectured on the Parade continued their careers with GM, influencing product design to this day. The Futurliners themselves? They had a hard life. Some disappeared from the face of the earth and others have been painstakingly restored. Back to the future, if you will.





A WORLD OF WONDERS



SEE THE AER-O-DOME, THE TENT OF TOMORROW

Like a giant umbrella turned inside out. Like a silver dirigible balloon hangar. That's the new-style patented big top of this "Circus of Science," seating 1,500 persons. Never was there such a tent before—it may set a vogue in portable housing. The airplane-alloy girders forming the framework are outside; the aluminum impreg-

nated plastic material is suspended inside from the mammoth framework. Inside, the unique tent is lighted by multi-colored fluorescent tubes; colored lights flood the outside. Red marquees shelter the crowds as they enter and leave. It's worth a special trip just to see the Aer-o-Dome go up!



Harley Earl

THE 1933 World's Fair was the making of Harley Earl. General Motors' Director of Art and Colour, the department later known as Styling, had a troubled start to his career at GM. Struggling with a bloated corporate culture, he initially produced some duds, including the silver anniversary 'Pregnant Buick'. For the Chicago fair, he was asked by Cadillac to prepare a special model to showcase at the General Motors pavilion. This car was called the Cadillac Aero-Dynamic Coupe and was an instant hit. With its futuristic all-steel, contoured, one-piece roof that would later lead to the famed Turret-Top, the Aero-Dynamic Coupe helped establish a culture within the company of high-concept design. Earl would be credited with inventing the tail fin in 1948 and then the Motorama period of dream cars from 1953 to 1959. Under Earl's stewardship, the Styling Section created classic pillarless hardtops on coupes such as the 1950 Pontiac Chieftain Catalina and the 1955 Buick Roadmaster, Oldsmobile Ninety-Eight and Cadillac Sedan de Ville sedans. The team also developed the first true American sports car in the 1953 Chevrolet Corvette.



TOP The Aer-O-Dome was a 33ft tall exoskeleton tent with no poles, pegs or guys and therefore no impeded viewing.

ABOVE Futurliners got custom US Royal 'Parade of Progress' whitewall tyres.

The Unique Car You Want Is Now Easier To Find



1932 Chrysler

BLOOD



Saloon culture was booming in 1920s New York City. The 18th Amendment was supposed to quell the raging bars, clubs and casinos, but merely managed the opposite. The amendment banned the manufacture, transportation and sale of liquor – but not the consumption. The music played all night, and bootleg liquor flowed behind closed doors and boarded up windows of the speakeasies, and when the booze dried up in one venue, it found its way into glasses across town, or even next door. Prohibition paved the streets for the swindlers and the deal-makers, under table handshakes making money, while the cops gave chase, or were a fraction too late.

What was intended to prevent crime and sober up America, had led to the sharp rise in crime and consumption. The 'Roaring Twenties' were born, and one of the biggest names of all the sharp suited, pistol-wielding crooks was Jack 'Legs' Diamond. While Al Capone owned Chicago, the most

DIAMOND

THE 'ROARING TWENTIES' WERE MEANT TO SOBER UP AMERICA BUT MADE BRAZEN BOOTLEGGERS LIKE JACK 'LEGS' DIAMOND HUGELY WEALTHY. **WE TRACK DOWN THE GANGSTER'S LAST RIDE, HIS STUNNING 1932 CHRYSLER IMPERIAL**

WORDS SCOTT MURRAY PHOTOS NATHAN JACOBS





1932 Chrysler



ABOVE It's a four-speed manual gearbox – not the expected three-speeder.

BELOW The straight-eight's l-o-n-g crankshaft spins in nine main bearings.



he was also one hell of a dancer. He was often seen posing for cameras outside of his numerous court appearances, handing out money to journalists, waving to the crowd, and when he hit the town, tips flowed as fast as the grog. Legs could walk the walk, and talk the talk.

With his wealth came luxury, owning a variety of the day's top-end cars. It's believed this 1932 Chrysler Imperial was the last set of wheels Legs Diamond ever drove. And what a car it was. He was not content with a 'regular' automobile, and Chrysler at the time was revolutionary; cutting edge even. It's the kind of early automotive engineering that gets owner Rod Hokin excited. He's a collector of

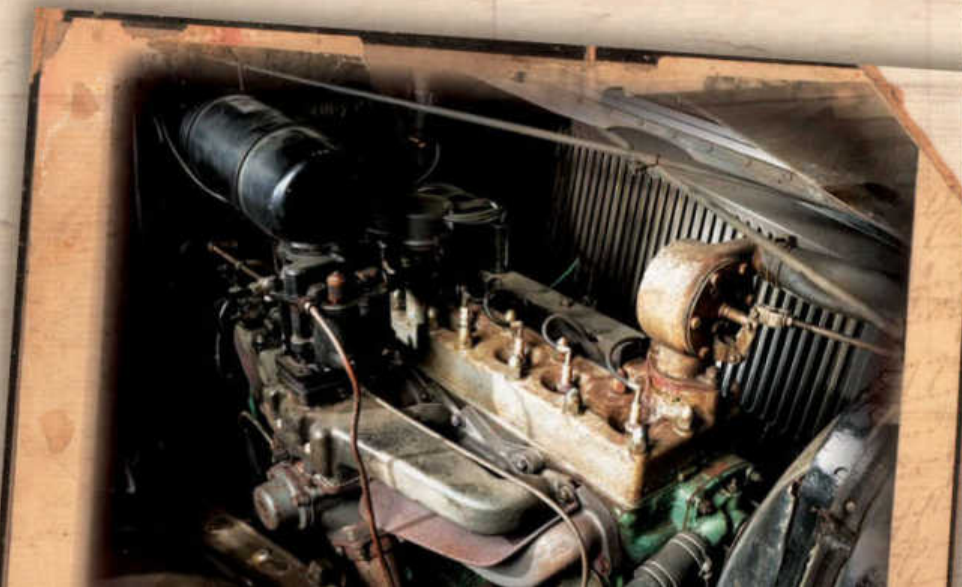
vintage cars, but where the top-shelf brands like Packard, Cadillac and Pierce Arrow fetch premium dollars to match their stature, Chrysler, he says always did things with affordability in mind and, at the time, was a company suffused with a spirit of innovation.

"I've always wanted a 1931 or '32 Chrysler because they were the hero cars of the Depression. People aspired to have one, but they weren't branded toward the super-rich – not that people had much money. Considering only 1002 sedans were built in the US in 1932 because of the Depression, they're much rarer than '31 cars of any make."

Rod found the Imperial for sale in the US for just \$35,000, which he couldn't

bloodthirsty, infamous and elusive name in the Big Apple was Legs, the 'Clay Pigeon' as he was known by the constabulary, because he was always being shot at, but never stayed down.

An impoverished Irish kid born and raised in Philadelphia who spent most of his youth growing up on the street, Jack Diamond joined gangs, and was in the crime game early. He set up a bootlegging business, smuggling whiskey from Canada and anything he could from anywhere else. He wasn't afraid to shoot, steal, backstab or undercut anyone who got in his way. Diamond's uncanny ability to escape from a close call, earned him the name 'Legs' and infamy among the public – although



teenth and Charles
the north end of the plant.

GANG KILLS 'LEGS' DIAMOND AT ROOMING HOUSE PARTY

N. Y., Dec. 18, (AP)—Fresh from a new syndica-
tes of law and order which he has fought most of
his life, "Legs" Diamond was killed Friday by





Capone Rival Surprised And Offers No Resistance



ABOVE If the cops shoot out one of Rod's six 17-inch balloon cord tyres a new one will set him back \$600.

BELOW The 1932 New York numberplate is a nice period touch.

let slip, especially when he saw how many miles it hadn't done. "The previous owner Monty had literally driven it 200 miles in 20 years!" he recalls. Naturally, Rod continued to dig deeper, tracing the Imperial's ownership history. "When Legs was shot, the car was confiscated by the police, including his girlfriend's suitcases in the boot and put into storage until after WWII. A chap by the name of Paul Stern collected it and stuck it in what became a very famous museum. He was a serious Chrysler collector. When he died in 1972 the collection was sold off and the Imperial got sold on to one of the owners prior to

Monty." Only 36,500 miles have been put on the Chrysler sedan, "the cylinder head has never been off it, and everything you see on it is as it was when Legs drove it," he says.

"I bumped into a man whose uncle once owned this very car, but the uncle died before I could hear back from him. A bloke approached me at the Dandenong truck show two years ago, as I stood next to the car, and he said, 'This is Legs' car.' No questioning me about it – he knew exactly what it was. He went on to say his mother's Irish-American uncle actually drove the Chrysler for Legs." Rod never saw him again, but he's used to that – there

have been lots of dead ends with this car – a bit like Legs himself. It also shows how much money Legs and his bootlegging, racketeering life was raking in, that he could actually afford to pay a driver when people struggled to keep the lights on.

People have queried Rod about how Legs could've driven a '32 when he never lived into 1932. "Well, it was manufactured and bought by Legs in September 1931 in '31 spec, but sold ahead of time as a '32 model. It's not uncommon for auto makers to do this. The body number is #111 – 'legs eleven'. He owned it until December 1931 when he was shot and killed.





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PROTOTYPE (NO 001)
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CABRIOLET
GUIDING RANGE \$10,000 - 15,000

NO RESERVE

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ABOVE Back in 1932, Chrysler Imperial owners were enjoying hydraulic braking seven years before Ford finally got around to it.

BELOW You can see where the Yanks got the idea of calling a car boot a trunk.

"It was appraised by a big authority, Jim Wood, and says there are only four 1932 Chrysler Imperial sedans left in the world. There are a few drop-tops and a couple of coupes, but the sedans are insanely rare. The average wage that year was only four dollars a week and the Imperial cost \$2000! Only the rich and the dodgy had them, and the dodgy owners you can imagine didn't hang onto them long!" Chrysler were good, but they hadn't built them to survive drowning in lakes.

Now, Legs' story lives on in Melbourne, and Rod certainly doesn't keep the Chrysler locked away from the world. In fact, you might even say it's a "regular drive"

of his. "For people who haven't driven a vintage car, it actually sits on the freeway really nicely," he says. "It looks like it would be terrible but it's quite smooth and reasonably quiet. Mind you, sitting comfortably at 100km/h, mileage is eight to the gallon, so a round trip from Frankston to Bendigo (400kms) costs about \$200 in fuel! But if you think like Legs Diamond and remember to always have fun with a car like this, you forget about the money. It was a pretty quick car for the day too, so I don't blame him for buying it! But the more I drive it the better it seems to get."

Under the side-lift bonnet is a 125



horsepower "high compression" (5.2:1) straight-eight with 384.8 cubic inches to pull the old chariot along. "It's got a hydraulic clutch which makes driving it easy," Rod says. "You just push a button on the dash and you can change gears without using the clutch pedal. That was early auto transmission engineering. It's all original, never been worked on. Apart from fixing the radiator which needed three people to lift it out, I haven't had to touch anything except the very basics."

Because of the refinement of the CH Imperial, it was afforded an AM valve radio for entertainment, and Rod has had it repaired recently, adding to the authenticity of Legs' car. "It cost me \$105 to fix, it gets all the Melbourne stations, and where



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“ The cylinder head has never been off it and everything you see on it is as it was when Legs drove it. ”

the radio sits on the steering column, there's even a dial to adjust the volume. Radios in cars were in their infancy when Chrysler did this. I love the smell of these vintage cars too. It's Bedford cord cloth – luxurious in the day – and at first you notice it, but after five minutes you're so comfy because there's so much room you just relax and forget the old smell. It feels like it would've been a haven for Legs.”

Few classic cars have a story that matches the mystery and infamy of Rod's '32 Chrysler Imperial, owned by one of America's most notorious. Rumour has it Legs was preparing to make a run for it, evidenced by his suitcases in the

trunk still with hotel tags. He had made himself too famous for the likes of his low-lying mobster cohorts, and the feds were getting smarter. In April 1931, the line was crossed when he kidnapped and tortured a truck driver on a booze heist in the Catskills, but Legs was charged and acquitted in a December 17 court trial. The State of New York, led by governor Franklin D. Roosevelt, waged war on the gangland scene and Legs Diamond was a terminally marked man.

His last appearance was in his regular corner booth at the Kenmore Hotel in Albany, NY, on December 18, 1931. With wolves at his back door, 33-year-old Legs celebrated another escape from the

law with a booze-up, putting up his wife Alice and mistress Kiki Roberts in their apartments, and was driven in his 1932 Chrysler Imperial to his 67 Dove Street apartment. During the night someone put several bullets into the “Clay Pigeon”. Although the complete story remains murky, everybody had a motive for bringing down Jack ‘Legs’ Diamond. “They say the police got him in the end,” says Rod. “But they blamed his arch-rival Dutch Schultz, who denied it. His wife Alice also had reason to be jealous.”

“I've been asked when I'll restore Legs' Chrysler...But I'll never restore it – this is Legs' car and it represents his story better the way it is.”



ABOVE The original paintwork and a dignified overall patina add to the Chrysler's charms.

RIGHT There's luxurious seating for three in the back plus standing room for a couple of bodyguards.



Fast Facts

1932 CHRYSLER IMPERIAL

ENGINE 6300cc straight-eight, side-valve, Stromberg dual-throat downdraft carb

POWER 93.2KW (125hp) @ 3200rpm

TORQUE 380Nm @ 1200rpm

GEARBOX 4-speed manual (with freewheel)

SUSPENSION beam axle – semi-elliptic leaf springs with hydraulic dampers (f); live axle – semi-elliptic leaf springs with hydraulic dampers (r)

BRAKES four-wheel hydraulics – 380mm drums (f) and (r)

WEIGHT 2218kg



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car advice you'll ever
need – and maybe a bit
on life as well.



Holden on

If you saw these pages last issue, you'll know that the red-motored EJ Holden debate rages on pretty much unabated. But you'll also know that I was contacted by a bloke by the name of Peter Wilmot who told me he owns an HG Holden ute with a factory 202 engine fitted. Now, conventional wisdom says that the 202 was first seen in the HQ and that the HG should have been fitted with a 186 engine. Now, I know it's not a factory red-motored EJ, but this is still an interesting development and reinforces the fact that anything was possible back in those days.

The upshot was that I packed a sandwich and headed to Peter's place in Ballarat for a gander at his 202-powered HG ute. And whaddayaknow... As I pulled into his shed, I saw not one, but two white HG utes. They were both factory 202s. Seems Peter, who is third generation car-trade (and an excellent bloke) called up a mate with a similar ute to his and presented them both to me.

Now, Peter's ute is the scruffy one of the two, and its factory paperwork is long gone. But Peter says he knows the history of the ute and knows that the original owner (from whom he purchased the thing not long ago) bought it that way and never changed the engine. But it gets better; the second ute which is a very tidy example, came with a copy of the original Holden sales document which lists the engine number.

Owner's Name: MR. G. A. RYAN
 Address:
 Phone:
 Business:
 Private:
 Town: GUILFORD, State: VIC.
 Reg. No: LCE-504 Colour: Glassp
 Vehicle Model: 1972 HG Kingwood Utility.
 V.I.N. (Vehicle Identification No.): 2-082653
 Body No: 42880M Engine No: 01.5086
 Vehicle Serial No. (Chassis No.): HG 43014M
 Trans. No. Trim No: 186
 Key No: B654 (2) Delivery Date: 18/1/72
 Selling Dealer's Stamp & Signature: *Odell & Co*
 OWNER IDENTIFICATION
 This is your identification. It will furnish all of the necessary information in the event that warranty repairs are required. Be certain it is completely and properly filled in, signed and stamped by your selling Dealer or his authorized representative.
 PART No. 002215 Issued: 1971 HG SERIES
 ISSUED BY SERVICE DIVISION
 GENERAL MOTORS HOLDEN'S SALES PTY. LTD.
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LEFT Seven mysterious months passed between the build date (above) and the day the HG was sold.

BELOW A 202 badge on the tailgate... The plot thickens.



So, I matched the ute's VIN to the sales document and then checked the actual engine in the vehicle. Guess what? Numbers matched. Here's proof that the factory 202 HG existed. In fact, still exists.

What's interesting is that the HG ute wasn't retailed until January 1972 (in fact, the sales document lists it as a 1972 vehicle, while the compliance-plate credits it with being a June 1971 build vehicle. Also interesting is that Peter's ute was built in July 1971, after the other one, backing up

the factory-202 story further.

The other weirdburger thing on Peter's ute – and I've never seen it before – is the badge on the tailgate. Where some HG utes got a 186 badge, Peter's has the 202 badge more commonly seen on the rump of HQs. Peter's pretty sure the ute's original owner was a fairly pragmatic cocky; not the sort of bloke who would waste time and money putting a badge on the tailgate of his work truck. The other ute? No badge to be seen at all.



ABOVE "Now, what's this we're hearing about your EJ arriving from the factory with a 327 under the bonnet?"

RIGHT "Any colour you like, Sir, even some from the VJ range."

So where does this leave us? Not sure, really, but I am glad to have started turning up these weirdo cars and getting into some good old fashioned detective work in the process. It further begs the question: Does anybody out there have any other oddball cars with strange options, crazy compliance plates or engine numbers that just don't gel? My own personal story is a VH Charger I bought many years ago that was built very late in the VH's production run. In fact, so late that Chrysler had already changed the paint shop over to the 1973 range of colours. Consequently, my Charger is *Limelight*; much better known as a VJ colour. I'd love to hear from you about your orphans and arrange to take some photos and let UC's readership in on the secret. Let's have 'em, folks.

Another one

I can confirm the 202 was fitted to HG Utes. I had one, or rather I bought one for my son. I purchased the ute from a chap by the name of Henderson who had a



sheep farm at The Guns, west of Tara in Queensland. When I questioned the 202 in the ute, thinking it was a replacement, he told me he had ordered a new HQ one-tonner just after the HQ was first released but Holden were unable to supply one and offered to supply a HG ute, which they duly did. This was some time after the HQ

was released and the HG was no longer available, except, it seems, as a ute and with a 202. I suspect the colour was an HQ one as well as I have never seen another HG the same shade of green as the ute, but do recall it on HQs.

My father worked at our home-town Holden Sub-Dealer's garage from the late

50s to the early 80s, so I asked him if he had even seen an EJ with a red motor. He had not, but said he saw something interesting with an EJ our neighbour by the name of McCorly purchased new. He brought the EJ to the garage to have the factory fitted highway pattern tyres changed over to a set of "Suburbanites" which had a checked cross-type pattern and were very suited to rural road conditions. When the factory tyres were taken off the mechanics noticed "Made in Japan" stamped into the metal on the inside centre of the wheel. I wonder how that came about?

Vaughn Becker,
Taroom, QLD

That is a strange one, Vaughn. And for the life of me, I can't even begin to guess how a set of Japanese-made wheels were ever fitted new to an EJ Holden. I mean, weren't these the days where local content was king? And didn't ROH in Adelaide make all Holden's wheels back then?

The only thing I can think of is that maybe Holden imported a batch of wheels to satisfy demand and keep waiting times for a new EJ down. It did exactly that back in 2013 when it imported a batch of wheels from the USA to try to reduce the three-month waiting time for the Commodore SSV Redline. But to get a Japanese manufacturer tooled up for a single batch of wheels seems a bit of a long-shot. Or maybe there was a Japanese company already making wheels with the correct offset and stud pattern for one of that country's domestic models. Either way, I'd love to know more.

For the record, Holden these days imports the bulk of its wheels from China, despite ROH still operating about 25km from the front gate of the Holden plant at Elizabeth outside Adelaide. That's globalisation for you.

Another red sighting

I have seen an EJ with a red 149 motor; in 1966 at Lightning Ridge in NSW. I have also cured vibrations in Holdens and Fords by fitting a new spigot bush in the crankshaft. When the roller bearings wear between input shaft and output shaft, the vibrations start.

Eugene Kochman,
Glenroy VIC

Hmmm, 1966 is awfully young for a car built in 1963 to be re-engined, isn't it? Still, that's



no proof that the car wasn't fitted with the 149 by one of the army of tinkerers who took to the hearts of early Holdens back then. I know there was a hard-core bunch of backyard engineers who couldn't wait to get a red motor sitting on the cross-member of their early girls.

This red motor, remember, was an absolute revelation: seven main bearings versus the four of the old grey and the ability to be tuned to heights that would have had a grey motor exploding into a thousand bits. The red was also more long-lived and while the conventional wisdom of the day suggested a grey would need a valve-grind and de-coke at about the 60,000-mile mark, the red was much less reliant on this sort of weekend-wrecking maintenance.

That said, there are still plenty of blokes out there who reckon the grey motor was all a man needed. And I'll tell you what, you stand beside a stock grey-motored Holden even today and you'll be hard pressed to know whether it's running or not, such was the smooth silence of the thing at idle.

The Alternative view

Well it's been over 12mths now and the "debate" about red motors in EJ Holdens still is yet to be proved. It's amazing that

a person (Phillip Noone) can carry on about it, then rattle off all these Holden variables that can be proven through documentation, photos etc. and not come up with any proof about the red motor in an EJ. Like all of you (which would actually be very few) who would like to think that this happened, please look up the meaning of the words PROOF and HEARSAY. That in itself should end all this rubbish about a red motor in an EJ Holden.

Greg Hodgins

Ah Greg, I know you're not one of the believers out there, but hey, isn't it good to have something other than politics to disagree over? By the way, where's the proof that the red-motored EJ thing DIDN'T happen?

Dead set follow up

I've been giving some thought to your question last issue over what make and models are people's dead set favourites. Provided we had the income of a mining magnate I guess most of us would consider our favourite to come from the likes of the Porsche stable with weapons like the GT3,



ABOVE Big money chasing home-grown muscle cars can shade exotic Porsche prices these days. It makes a man proud.

or similar. But that's not what your invitation is about, is it? So here goes;

Family history: Born into FoMoCo family 1943, where even visiting cousins who were not driving Henry's product were considered persona-non-grata. It was all about engineering prowess you understand. My late dad said to prove the point you need only tie a 1937 Chevrolet and a '37 Ford back to back with a wire rope, and drive them in opposite directions. The clutch and rear axles in the Chev would instantly explode. Not to mention Henry's engines had oil pumps and slipper big-end bearings while the General was still messing around with splash feed from the sump to the crank.

Anyway, although I've never owned one, my hero car would be the very first Windsor GT-HO, in Vermillion Fire, complete with rear stabiliser bar and 'cow-catcher'. Yes it lost the race it was designed to win, but it won the street cred stakes hands down, and in Fred Gibson's hands repeatedly cleaned up the 350 Monaro opposition at the Oran Park night meetings back in the day.

**Eric Waples,
Albion Park, NSW**

Yeah, money does unfortunately come

into it, doesn't it Eric. Then again, you could comfortably get into a second-hand Porsche GT3 (say, a 996 model) for a fair bit less than they're asking for GT-HOs these days. What I find really interesting, though, is that you've nominated a GT-HO other than the legendary Phase III. Even though the Phase I didn't win Bathurst in 1969, Bruce McPhee and Barry Mullholland gave it a red hot go and probably would have taken home the silverware had McPhee not spent six minutes in the pits after clobbering the bank at The Cutting while trying to side-step a mini. And while the Phase III is the one everybody remembers, the Phase I is the big Henry that started it all and therefore deserves big respect.

We've also got something in common here, Eric; my favourite Aussie hot-rod also never won Bathurst.

Meanwhile, keep 'em coming folks: What's your favourite make and model and why? Doesn't need to be an Australian car, a supercar or even a performance car. Just has to be what floats yer boat.

That's my car

I read with great interest the readers rides in the mag (issue #349 back in 2013) about an LJ GTR XU-1. I am pretty certain I owned this car as Frank Coad at the Sea Lake Holden dealership came to our farming

property on a Saturday morning and said: I have a special little car for you to buy.

Frank was a family friend, so a very exciting quick test drive later, we purchased the XU-1 on the spot. We had a lot of fun and special times and have very special memories in this vehicle. If possible I would like to make contact with Mike Rossi, the present owner and tell him some other history about the XU-1. Hoping you can assist.

**Andy Collins,
Broome, WA**

You'd reckon, wouldn't you Andy, that somebody at Unique Cars would know the whereabouts or the phone number of the owner of this particular XU-1, wouldn't you? Especially since we featured it not that long ago. But since that issue, we've had a change of editor and, crucially, a change of publisher, and that seems to have seen the owner's contact details lost in the mist of time and the garbage tip that is the UC bunker. (Hey, we're journos and car nuts, not clean-freaks.)

Even Uncle Phil shook his head when we asked him and, trust me, if Uncle P doesn't know a car or its owner, the bloke in question is a real Houdini. Or doesn't exist.

So, I'll throw it open to you lot: Anybody

out there know the name or contact details for that XU-1? It had Victorian rego back then, so maybe somebody from one of the Torana clubs down south knows of its whereabouts.

For the love of sleepers

The letter "Oh you little Minx!" in issue #377 was very interesting. You suggested that a modern turbo Volvo engine in a 70s wagon would be a good bet. Volvo did fit a turbo to its B20 engine from around 1989-1993 in the 740/940 wagon. The modern equivalent would not be possible without a great deal of engineering as Volvo

I'm going to date myself a little here, but I tested those turbocharged 740 Volvos back when they were still filling new-car showrooms. And they were great things. There was also a V6 and while it was mechanically similar otherwise, it just couldn't hold a candle to those turbo-terrors. I suppose the simple path to sleeper heaven would be to just buy one of those and wick it up with some modern touches like a big intercooler and so on. The trouble for me is that they look like fridges that have fallen over.

But the 240 and 244 Volvos of a generation earlier...now they're good

In Australia, the trend has been to fit those house-brick Volvos with either small-block V8s or things like 2JZ Toyota straight-sixes. But, personally, I like the idea of staying within the family and using a turbo four running about 30 psi bolted to a five or six-speed manual. I reckon they'd handle better without a big, heavy V8 hanging over the front axle. That said, the B20 and B23 Volvo mills weren't exactly lightweights either, but man, are they strong.

I love the idea of an older Falcon with a modern DOHC four-litre six transplant. But why not go the whole way and use the brilliant, locally developed turbo-six from an XR6? Mind you, I'd be using something like an XE Falcon with a coil-sprung rear end rather than a real early-girl with leaf springs, but it would surely be something to behold. The only catch being that I wouldn't be in a hurry to use a Mark III Cortina of any sort. I drove these things back in the day with the 250 cubic-inch pushrod Falcon engine and they were a total handful. It's hard to imagine how even more power would improve them. The fact that the two-litre version of the Mark III Cortina was considered the best of the lot should tell you plenty.

Meantime, anybody got a sleeper they'd like to share with us? Letters and postcards to the usual address.

// ... stove-hot Volvo 240s doing evil things in the hands of Scandinavian headbangers. //

has been front-drive or all-wheel-drive since 1992 with the release of the 850 series.

The best you could do is to fit the DOHC six-cylinder from a 960 or the DOHC four-cylinder from a 940 GLE.

Another great sleeper would be either a TF Cortina or XD Falcon fitted with the latest six-cylinder Falcon running gear. The Minx would also have gone well with the 1725 engine from a Hillman GT with the twin CD Strombergs as this would have pretty well bolted in along with the four-speed transmission.

looking cars. And with a wicked up turbo four-cylinder on board, I reckon they'd be monster fun and would take V8 Commodores and Falcons to pieces in a straight line. Done right, they'd be pretty handy around corners, too.

If you have a look on YouTube, you'll find videos of stove-hot Volvo 240s doing all sorts of evil things in the hands of Scandinavian headbangers. Some of these things have 700 horsepower and some amazing engineering. Others, not so much, but you get the idea.

Richard Fulwood,
Email



ABOVE It's an identity theft crisis right there. Who owns the lovely XU-1?

RIGHT Volvo 740 Turbos – the first choice of nine out of 10 aviators. No, really.

YES, IT WILL FLY.

If you don't believe it, strap yourself into the cockpit of a Volvo 740 Turbo and take off.

This flying machine will rocket you from a standing start to legal speed in 6.7 seconds*. Faster than a BMW 325e. Faster than an Audi 5000S Turbo. Faster, even, than the much-touted Saab 16-valve Turbo.

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So check into your Volvo dealers and log some time in the intercooled 740 Turbo.

No pilot's license required.

*Based on tests conducted by Car And Driver.

THE 740 TURBO
By Volvo



ABOVE ESP Falcons. The next big thing? Morley ponders the big existential questions...



The **early 80s Falcon ESP** is starting to go gangbusters, especially 351, four-speed examples. But **even a 302 is worth looking after** if you've got one.



The next big, blue thing

You've driven plenty of Aussie Fords in your time and as much as I hate ringing the last bell for everybody down at Geelong, I'm wondering if you have a favourite iteration/s of the mighty Falcon. Perhaps you can share some of your fondest memories with the Blue Oval's locally-built efforts. While you're at it, now that Phase IIIs are atmospheric in values, what would you say is the next Falcon to go big?

Samuel Coleman,
NSW

Hmmm. Good question, Samuel. But this is a topic that has been raging lately, thanks to the imminent implosion of the Australian car-making industry. Everybody is wondering – usually aloud – about what's the next Aussie car to become truly collectible. And it's not just Fords that are dominating pub debates, the next big Holden mover and shaker is also a hot topic.

I reckon you can draw a line under

anything built before about 1980. When you look at the prices of HQ Holdens and XA Falcons in good nick, you can see that they've already taken off. And anything that old that hasn't already started to climb was probably such a shitbox back in the day that it never will be collectible. Which leaves us with 80s and 90s stuff from both Holden and Ford.

In the red corner, the answer is a bit easier for me, because I recently bought a VN SS Commodore as my 'keeper' and a reminder of what was good about Aussie cars when there are no longer any around. I reckon the VN SS has kind of grown into its clothes a bit these days and, set up properly, they're a good drive (driveline vibes aside). Mine is also proving to be pretty cheap to run and easy to modify (in small ways, to get it to work properly). Beyond that, I'd say things like VR and VS SSs could come into their own soon and don't forget about early HSVs. The Gen 3-powered HSVs will always be dearer than the Iron Lion variety and the one to forget about in collectability terms is a series one VT SS or HSV because it had the Holden five-litre when the Series 2

model got the Chev-sourced 5.7. However, those comments only really apply in a collectability sense, because I prefer the Holden engine to the early Gen 3. It's just that by the VT, the Commodore package was pretty heavy and needed a bit more than the Holden five-litre could drum up.

Fords? Well, the early 80s Falcon ESP is starting to go gangbusters, especially 351, four-speed examples. But even a 302 is worth looking after if you've got one. And you can't go past an EF or EL XR6 in manual form as another one to watch closely. These are cheap now and represent great buying, but good ones are getting thin on the ground and it won't last forever. Great cars, too. Heck, even the AU XR6 might start to appreciate and let's not forget the other emerging Ford classic, an early (BA or BF) XR6 Turbo.

Want a couple of roughies (as punters refer to long-shots that could just struggle home)? What about the Australian developed Nissan Skyline GTS (the first model was white, the second red)? These were also excellent cars in the day and even though they're not the greatest lookers, they still work well today. And for

a real speculator, try a late Mitsubishi Sigma GSR. Even better would be a Sigma Peter Wherrett Special which had the big 2.6-litre engine, flash alloys and even Recaro seats. Mind-bending in the day and still good fun in 2015. Trouble is, Mitsubishi only made 1000 of them and that was back in 1981. Anybody out there got one?

A lot on her plate

I purchased a 1963 EJ Holden in Tasmania a few years ago and got it trucked to Western Australia where I live. After a time, we had to change the Tassie number plates to WA plates and I am left with personalised Tasmanian number plates "EJ 1963". As I no longer need them, I was wondering where I could sell them – or if I could sell them. Your guidance, if possible, would be appreciated.

Jenny Stabback,
WA

Number plates are hot items these days, Jenny, not that I've ever understood the trend. For the life of me, I can't see why a number plate – even a single or double-digit one – should command the prices they do, but a quick look at many auction sites (not to mention the back pages of this fine family publication) will show you that not everybody agrees with me. A car with a number plate worth more than itself? Not unknown.

Some States and Territories allow for plates to be bought, sold and stored, some aren't as switched on to this fashion statement. I looked up the Tasmanian Motor Registry site on the interweb but, typically, it didn't contain the specific info I was after on your behalf. So I rang the helpline number and, you guessed it, got put on hold. I waited until my phone went flat, but still nothing. My first question was whether Tassie plates can, in fact, be traded, and whether they could be applied to another car. Obviously, that car would have to be registered in Tasmania in the first place. But I'm afraid I'll have to flick-pass the phone duties to you. I hope you're not doing anything important for the next three weeks.

Meantime, while I get the need to personalise a vehicle, I'm just not personally inclined to use a number plate to do it. I enjoy a really clever plate or one that makes me think, but all too often,

the plate is a humourless statement about the make or model of the car it's attached to. Which usually makes me wonder if the bloke who owns it is in danger of forgetting what he's driving. I think the Americans say it best when they call personalised plates 'vanity plates'.

Vibe no more

Further to my earlier email regarding our VR Senator with factory fitted driveline vibes. The old girl has been to our friends at Top Torque for an engine freshen up over summer which included new engine mounts, and when I read about removing the cross-member spacers in issue 374, I immediately phoned Sean who happened to be walking past the VR on the hoist so out they came as well.

There must be a god cos' bugger me when the old girl came home, the vibrations were completely gone ... vanished and hopefully never to return. Trouble is I can't define exactly which was the ultimate fix, but the good news is the problem can be cured...unlike our moronic politicians!

Paul Myring,

Actually, Paul, I think calling most politicians morons is being a bit hard on the rest of the moron population. But thanks for the update. Unfortunately, as you've correctly identified, you've committed the diagnostic mechanic's cardinal sin of changing more than one thing at a time. Fresh engine, fresh engine mounts, deleted gearbox spacers...which was the magic bullet? But hey, nice work fella and I'm pleased to know this VN trait can be fixed. Eventually.

My own car seems to be getting better and better with every kilometre it covers. That would make sense, too, since it sat in a shed for about seven years with just occasional runs to keep everything lubed. The vibes are now down to a level where I can live with them, but I plan to keep chasing them until I run the cause to ground. Next step is a new set of front discs and pads, 'cause I think the pads are a bit mouldy and the discs have developed a lip. I'll also be fitting the whole lot with new front wheel bearings, because I can see no sense in pressing the old bearings out of the old disc and refitting them to a new disc. Not when they cost tuppence-halfpenny a pair, anyway. Stay tuned.



Tip of the Month

I WAS READING something the other day about car maintenance and noted the advice that older cars need an oil change every 5000km or so and a new oil filter every second oil change. For me, this falls directly into the What The... category.

I mean, seriously, what's an oil filter cost? Some online sellers will do you a pack of six filters for about \$30 including the postage. But even if they were \$20 apiece, why on earth would you put nice, clean oil through an already dirty filter? Do you use the filter-papers in your drip-filter coffee machine twice? Makes about as much sense.

The other thing to remember about changing you oil at home is not to over-tighten the sump-plug. I can't remember the number of times I've heard people complaining about stripping the thread by over-tightening this little bolt, and fixing it is a pain. You can sometimes get lucky by plonking a mess of grease on a tap and re-tapping the threaded hole in the sump, hoping like crazy that none of the swarf that results gets into the sump. But in some cases, the only way to go is to remove the sump and tap a new, oversized thread. Painful stuff considering all you did was lean on the sump-plug spanner a little too hard.

The real solution is to not over-tighten it in the first place. I use the two-finger method which involves using just two fingers about half way along the ring spanner I'm using to tighten the plug. It's a method otherwise known as God's torque wrench (presuming you don't have an actual torque wrench handy). Think of it this way: The sump-plug isn't actually attaching anything mechanical to anything else mechanical, is it? The damn thing only has to hold the oil in the engine and that, as far as I'm aware, doesn't involve 200 foot-pounds applied via a rattle-gun.



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JOHN WRIGHT

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01



Back in July 1971, it was almost impossible to believe that the HQ Holden was actually a Holden. For many, it was automotive love at first sight, just as the FE had been 15 years earlier. Here was one of the most beautiful mainstream sedans in the world. The HQ borrowed Buick and Pontiac themes and perfected them in a elegantly proportioned and relatively compact package. Age has not wearied this aesthetic.

The HQ Holden wasn't only a sedan but also a wagon, a ute and related panel van, a coupe, and later a long-wheelbase limousine and a one-tonne truck. You didn't get that sort of variety out of a Fiat 125 or Austin 1800 or even a full-size Chevy. Perhaps the most Holden-like characteristic of the HQ was the sheer

number of variants – no fewer than 18 – that were spun off the basic design.

The economies of scale were formidable, especially back in the days when nearly half a million HQs were produced in little more than three years. The average annual production was better than 150,000. By the end of the century, Holden still had the top-selling vehicle in the market but the Commodore sedan and wagon was lucky to sell 60,000 per year. Few realised at the time that the whole local industry was just beginning to unravel. The short-sighted decision not to build HQs in left-hand drive cost huge potential sales into export markets much bigger than New Zealand.

While we rightly celebrate the Bathurst glory of the XY Falcon GTHO, it is the basic Holden HQ Kingswood that tells

us most about the Australian automotive culture of 1971. That adjective 'basic' needs some unpacking. Firstly, it is likely that only a few absolutely standard Kingswoods were ever sold. Drum brakes, cross-ply tyres, an asthmatic 173 cubic-inch engine, a three-speed manual gearbox, front bench seat and rubber mats were all you got if you resisted the warm embrace of the options list.

Between July 1971 and June 1973, when the Leyland P76 was launched, inflation was accelerating. The Kingswood had come

01 The HQ proves that mixed-model factory design-templates can be tastefully combined.

02 Even bench seats could be part of classy interior styling.

03 Kickin' up a bit of dust Aussie-style. The HQ was up for the rough stuff.

04 No longer GMH's factory racers the GTS HQs still commanded street cred.





05

05 HQ production volumes represented a high point for GMH.

06 The ubiquitous small-block 350 Chevymotor was the top power option for HQ.

07 The family favourite wagon was one of 18 model variants in the HQ line-up.

08 Sporty interior trim for the GTS 350.

to market at \$2920 but two years later when Wheels compared Holden, Falcon, Valiant and P76 the starting price has climbed by more than 7 percent to \$3135. Radials would be the first options box to tick. Power front discs added \$69 and the 202 engine \$66. But it was remarkably easy to specify a \$4K Kingy by ticking boxes for bucket seats (\$88), Tri-Matic ('Traumatic') automatic (\$250) or a four-speed floorshift manual (\$131), 253 V8 over 202 sixpack (\$159) or even the lusty 308 over 253 (a modest-seeming \$79). It's also worth noting that the true 'base' HQ was the Belmont which even lacked basics like armrests.

Despite the Americans having mastered the art in the 50s, it took Holden until 1968 and the HK range to start getting



serious about value-added options. Then-Wheels editor Bill Tuckey had a field day with GMH's superbly oxymoronic 'mandatory options' as in, if you specified certain options, then you also had to have others.

The long and confusing list must have caused problems for dealers. I knew a particularly arrogant university professor who decided the time had come to swap

his EK wagon for an HQ. "I want a standard Holden station wagon and I'm paying cash," he said brusquely. The flustered young salesman pointed to a Kingswood on the floor. "I'll take it," said the professor and drove it home. Some hours later the salesman rang to explain that the disc brakes and assorted other items with which this wagon was equipped were in fact extra-cost options. "If you



It was only **when the 253 V8 was fitted** that the HQ delivered what could have been called at the time **brisk performance**.



want them back,” came the reply, “you’re welcome to come to my place and remove them.” Or, presumably, take the wagon back and replace it with a truly standard one, if such a beast existed in dealer stock.

It seems that a majority of Kingswood customers specified the 202 and Tri-Matic. In this form the car did not have the performance to match its elegance. By 1971 standards, performance was perhaps what Leyland claimed its P76 wasn’t – average. The true top speed was barely 130km/h and the standing 400m took more than 19 seconds. Remarkably, these figures were barely superior to those of the original Holden more than 12 years earlier. It was only when the 253 V8 was fitted that the HQ delivered what could have been called at the time brisk performance.

Despite lacklustre six-cylinder engines, in numerous respects the HQ Holden was engineered to a much higher degree than any previous Australian car. It met safety standards that only became the norm in the mid-1970s. Coil springs all-round, five-foot tracks, a ‘half’ chassis sub-frame and an immensely strong monocoque gave it a solidity on the road and a surefootedness never before evident in a Holden sedan or wagon, although the Monaro is another



09

story. There was great attention to safety in the design of the interior and the dash padding encroached way into the front passenger's space! All this safety added plenty of heft, which meant the carryover sixes further advertised their age and ordinariness.

Lovely to look at, the HQ was also extraordinary to look out of with those slender A-pillars, the idea of which 'was to make a structure narrower when it was fully finished and trimmed than the average distance between eyeballs so there would be no blind spot' according to Holden designer, Peter Nankervis. The new Holden had the best forward vision of any car of its size made anywhere. Nowadays those slender pillars would bring failure in rollover tests but, paradoxically, the VE/VF Commodores too-thick A-pillars compromise safety by creating large blind spots.

Had American George Roberts not

“ **Lovely to look at**, the HQ was also extraordinary **to look out of with those slender A-pillars.** ”

arrived on the scene on 1 May 1971, it's possible that the HQ Holden would have been much closer to perfect. Roberts did his training at Buick and Cadillac where a plush ride was the ne plus ultra of chassis dynamics. He engineered plough understeer into the suspension as a very early warning system that the car was approaching its already modest handling limits. Many of his Australian engineers took a different view but were overruled. To put this issue into two words: Detroit prevailed.

The HQ/HJ/HX/HZ Holdens were the last which essentially conformed to the design parameters established in Detroit for the 48-215: A relatively large and lazy six-cylinder engine teamed with a

three-speed column-shift gearbox favouring torque over power, rugged suspension delivering a good ride and abundant ground clearance, room for six adults and a big boot. Monaro aside, sporty handling was not even a footnote.

Marc McInnes, who worked for many years as Holden's NSW and Queensland public affairs manager and before that as an engineer, was a keen rally driver during the earlier part of his decades-long career with the company. Whenever he was ordering HQ test cars for the media he specified the optional sports suspension and this was much better accepted.

With the HQ, Holden got into the practice of introducing limited edition versions, the most notable of which was the Belmont-based SS sports sedan which was actually cheaper than a Kingswood, despite its 253 engine, four-on-the-floor, bucket seats and Monaro GTS instruments, wheels, steering wheel and instruments. The SS was effectively a Monaro GTS/4 sampler at a lower price and a year early. Nice work.



10

09 The HQ doing what it was good at – reliable transport for average Aussies.

10 Wagons also found a role as reps cars thanks to heaps of cargo space.

11 The GTS package combines a bunch of good bits and looks the part.





Chapman... **instructed new chief engineer** Joe Whitesell who he had brought with him from Opel to **fix the dynamics of all Holdens.**

By HQ time, many Australians were having a love affair with European marques such as Peugeot, Fiat, Renault and Volvo. But General Motors' Australian subsidiary continued to look more to the US than to Europe.

Change came quickly in 1976 with new managing director Charles 'Chuck' Chapman, who was a different kind of American engineer. He came from Opel, where he had been chief engineer. Chapman was nothing short of appalled by the handling of the HX Holden. He instructed new chief engineer Joe Whitesell who he had brought with him from Opel to fix the dynamics of all Holdens. This program came with a neat acronym: RTS for Radial Tuned Suspension and transformed Holdens from lurchy understeerers to exceptionally fine handling cars with little or no tradeoff in suspension

compliance or ride comfort.

With hindsight, it's clear that complacency – borne of nearly two decades at the top of the sales charts and customers who always bought Holdens – prevailed at Fishermans Bend when the HQ was being developed. Let me modify that statement. Complacency ruled in the finance and marketing departments.

The HZ was the last wholly Australian-developed full-size Holden and the final facelift of the HQ. In many respects it was the car the HQ should have been at launch, albeit less aesthetically pure. While RTS addressed the dynamic deficiencies, the introduction of the Kingswood SL variant helped to make the Holden more competitive against Japanese rivals that were eating into GMH's market share. Many of us were amazed that what was still quite close to an entry level Holden got

bucket seats, carpet, a radio and numerous other items that either been unavailable or on the options list.

Nevertheless the aged 3.3-litre engine was seriously off the pace by 1977, while even the 253 V8 was marginal on its performance/economy tradeoff.

Sharp-eyed hindsight says that had the HQ come to market looking exactly like it did but in Kingswood SL guise with RTS, few punters would have found fault with anything much at all about it.

I have owned an HQ Premier 253 and two VB Commodore V8s. Given the hypothetical choice between even my 5.0-litre SL/E and an RTS-equipped HQ Kingswood with full sports pack options including the 308 engine, four-on-the-floor, Monaro sports wheels and redwall radials, I'd take the Kingswood, either in Barbados Green or Salamanca Red. 🚗



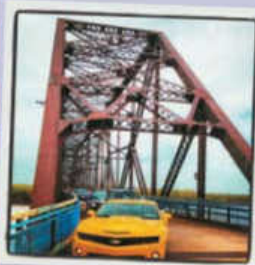
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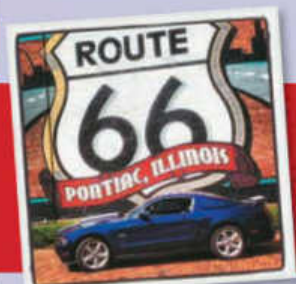
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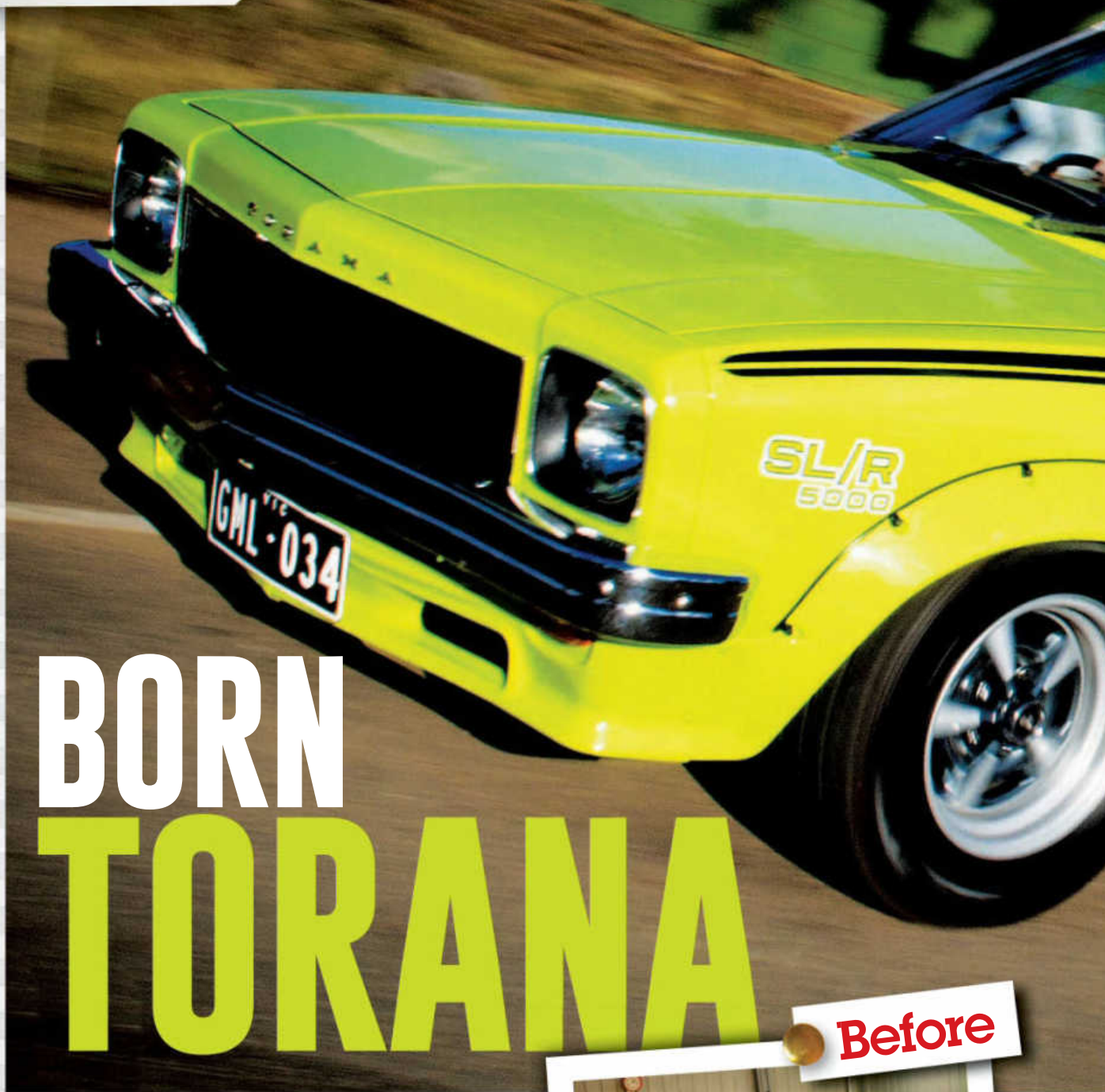




Reader's Resto

Presented by:

HARE & FORBES
MACHINERYHOUSE



Before

BENDIGO'S JOHN TYACK SPENT A DECADE BUILDING HIMSELF A TIME MACHINE. HIS 1974 L34 TORANA HAS BEEN A LABOUR OF LOVE

WORDS JOHN TYACK & SCOTT MURRAY **PHOTOS** JOHN JAMES





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Video!



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After

I'm a dead-set Torana tragic from my youth. I did my apprenticeship at the local Holden dealership and my family have owned Toranas since 1972: SL/R 5000s, XU-1s, Hatchbacks, everything. But my love started even earlier, as a kid I was watching Bathurst and any other motor racing on the telly in the mornings. As I

grew up I became even more smitten.

I tagged along with all my mates to Calder, Sandown, Phillip Island – every race meeting I could. The first time I saw an L34 on the track was at Sandown the first year they came out, in 1974. I was at Bathurst when John Goss won that year, stood in the rain all weekend watching as the L34s came second, third

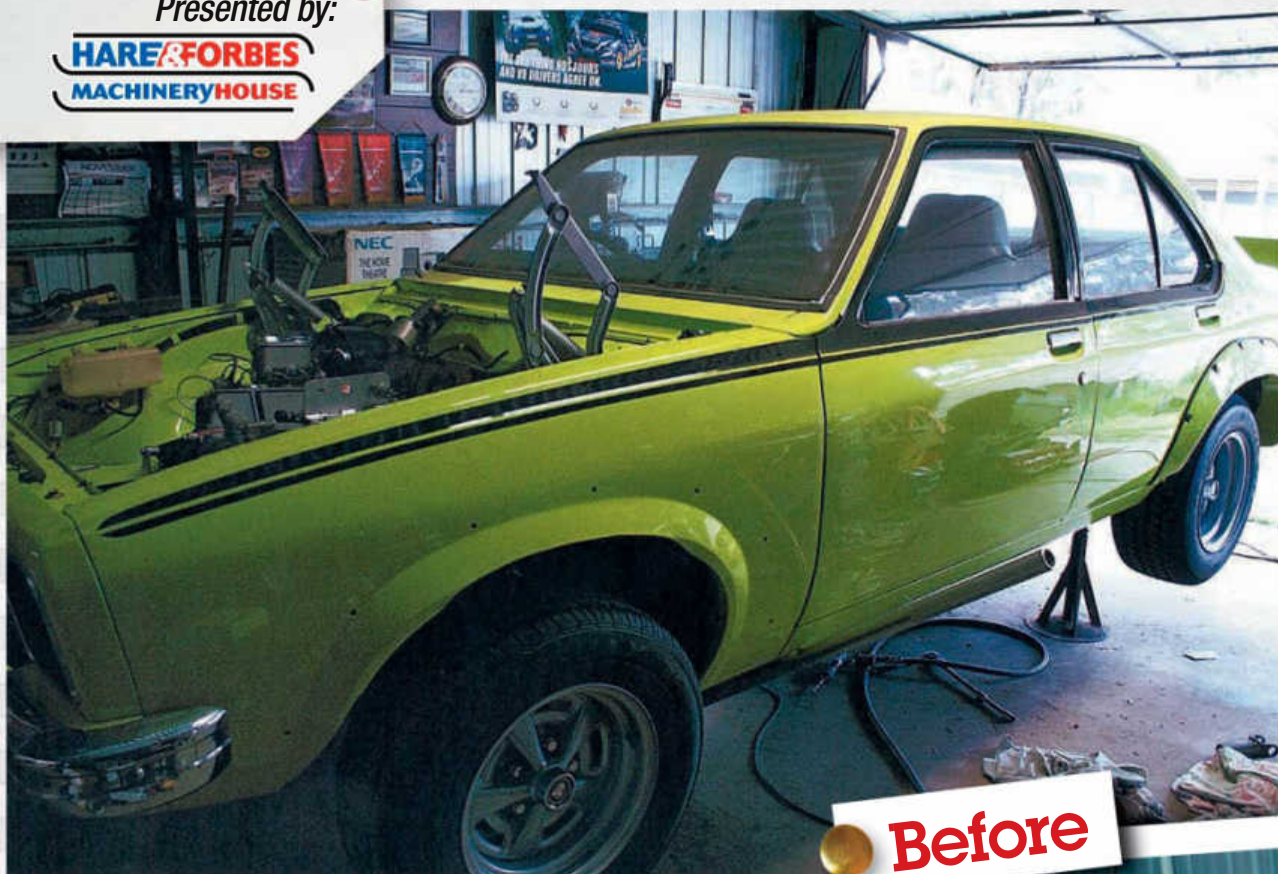
and fourth. I'll never forget that angry V8 sound as they thundered across the mountain through the mist.

I found my L34 by pure luck because a mate at work went to look at some car parts he'd found in a newspaper ad and while there he spotted this tired old Torana sitting in a shed. He came back to work on the Monday and told me the



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Before



made numerous trips back and forth and took it all home. Sadly the car sat in the shed for about twelve months until I could get the body panels done in Barbados Green by Bob Deary Panels – considering that was 13 years ago, I think I last polished it two years ago! Then it was another three or four years before I came back to do anything major. I think it was a total nine years before it was back on the road.

owner might be interested in selling it. That same night I got onto the owner and made him an offer. Mind you, this was going back many years before L34s were half as desirable as they are now. The bloke was shifting house and didn't have the capacity for it.

The biggest drama was that practically the whole car was in boxes because it'd been stripped to the bone. Basically, it was just a bare bodyshell with the rear end in it. Everything that was L34 on the car was there – twin-point distributors that you can't buy now, the original roller rocker which the race teams would swap out when they wanted – it was complete, but in boxes. We came to an agreement and my son and I heaved out the boxes in wheelbarrows into a trailer and a van,



ABOVE The L34's rich racing heritage kept John plugging away year after year.

RIGHT Starting with a stripped-out shell got the job off to a flying start.



Coincidentally I'm friends with Gary O'Brien from Bendigo Retro Muscle Cars and when we were doing the pin-striping and stickers etc, he brought his L34 down to the panel shop and let us copy his because we'd lost track of where everything went.

We did it as we could afford to do it. It's not a fully resurrected car, but the big bits: engine, gearbox, diff are all restored back to life. These cars are pretty simple and my experience meant I knew what I was doing and just took my time. All the assembly I did myself, but I got Little's Competition Services here in Bendigo, in Kangaroo Flat, to do the 308 engine and they did a fantastic job at that; it's such a strong motor now. I never wanted a big wild engine, but having rebuilt it using the original baffled sump, windage tray, the 780



ABOVE John's apprenticeship with a Holden dealer qualified him well for the task.

BELOW The L34's Spartan interior contrasts with the go-goodies display under the bonnet.

Holley high-output carb, good lifters and valve springs, we estimate a healthy 350 horsepower. For engine builders, 350's a walk in the park now, but that's close to what they were getting at the racetrack back in the day. The L34 M21

gearbox went to a local guy as well; my younger days doing pit crew work on a HQ Holden race car meant I had some contacts in Melbourne to help me do these jobs, like the diff. I had to put all the pieces back together here in the shed

“ I'll never forget **that angry V8 sound** as they thundered across the mountain through the mist. ”





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ABOVE That's the view a lot of Ford-driving competitors had to live with back in the Torana's glory days.

at home and it all went pretty smoothly.

One weak point is the weak Banjo diff, but I've kept the tyre size fairly normal to take the stress off the diff and it hasn't had a problem. I've got seven-inch front wheels with 225/60s and nine inches on the back with 265/55s, and I think it's a good balance – the tyres will turn before the diff goes.

I took a month off work and threw a big chunk of time at getting it finished. I'd decided to take Christmas off and that kick started me to make sure I got it done by January, which I did. Time is a frustrating part of working on a car because you spend lots of small amounts of time constantly finding parts at swap meets or wrecking yards, but everything



ABOVE Tidy and original sums up this L34. A nice result.

LEFT A proper spare looks heaps better than a space-saver every time.



can sit idle until you put your foot down and focus hard on getting it finished. Otherwise it sits around under a tarp or car cover gathering dust.

At the moment I'm really happy with it – it's not a show car, I drive it regularly, even in the wet. All the correct gear is in it and I'm not interested in keeping it flawless. It wasn't all easy however. When you're trying to slowly glide an engine into a resprayed engine



ABOVE It looks just right and makes about 350hp. What more could you ask?

BELOW John has the contented look of a man who's put in the hard yards and got the job done.

Time is a frustrating part because you spend lots of small amounts of time constantly finding parts at **swap meets or wrecking yards...**



**A blow by blow account
of Stewart McLeod's
unsuccessful attempt to
destroy four
Uniroyal Wild Cats.**

On the way and while returning of April 20, 1977, Steven McLean and a Nissan 240000 174 with the engine number of 144444 meeting a lot of trouble 120-70 West Can. was the ground.

Unfortunately, the emergency who touched with her neck up having a rupture near the top of the brain. She did manage to hold the head in one piece, but unfortunately so did the tape from which we made this tape.



Subscribers: What great news we're doing now, Steven? Steven McMichael, *Living 201*: *Kilowatts per hour, and there's a new way in the world a normal device would go through the rest of course that fast. The two computers in parallel. They just stick in the track and the car goes exactly where you want it to go. It's a 75 kilowatts per hour course and there's a new way in the world.*

A black and white photograph showing a car driving on a dirt road, kicking up a large cloud of dust. The car is in the center of the frame, moving away from the viewer. The dust cloud is thick and billowing, partially obscuring the car. The background shows a line of trees under a bright sky.

Q Not much. What are her's a little more. What they want to hang on. No chance at all. They're very grateful. There's no wondering about it now I get with some girls, particularly the more conventional ones. There you give plenty of love to the truth. They just go where you want them to go. They don't involve or seduce. It's almost as if you

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Q How did you handle it?
A I held tight. No no-drama at all. Their dropping a very important document as a straight line.
Q No tendency to dial it all?
A No. Not at all. Because that depends on the device. If I had looked the leaders up they would have doubted my person can dial the schools, but given the right pressure they may very well.

Q The wind and the wet don't seem to be affecting it much, do they?
 A No. And you know, generally speaking, like this you get a lot of sliding and sliding around the track — so you get the car bouncing. The driver is very comfortable with these types, even.

though you'd expect it because it is an extremely heavy iron wheel.

A Good thing we're going to speed water, too. What about that, all.

154. Well, let's give it a try. You can use the command, if you want to do high speeds from a low starting point. It's a very easy landing if you come into a corner which all at a sudden, tightens up on you, because you don't.

155. Yes, but I have to practice and teach the kids!

156. No. You just keep steering right through the corner. We've been through some pretty fast corners and

SM: Yeah, but it doesn't matter what you've done, what you've got, if you've got the right time, you feel safe. It makes a tremendous

10

GM: Well this is an extremely
incommensurable matter, either for all
practical purposes or it isn't and we
are going a lot better than the average
country would, but even so, the more
we have more practicalities. You don't
just divide into a course clearly in
the beginning or on one because it
shows, you just turn the wheel more
and more, forward and around you

Q: Please
SB: See what I mean? No
 spending, no driving and no
 smoking. The tests are very
 predictable. Even if you do
 have no leader, it seems
 to make no difference at all. The
 tests just keep on hanging on.

1986. The collection was, having been built the first and the last, rather than the first and the last, and it is the last that is the last. It is the last that is the last, and it is the last that is the last.



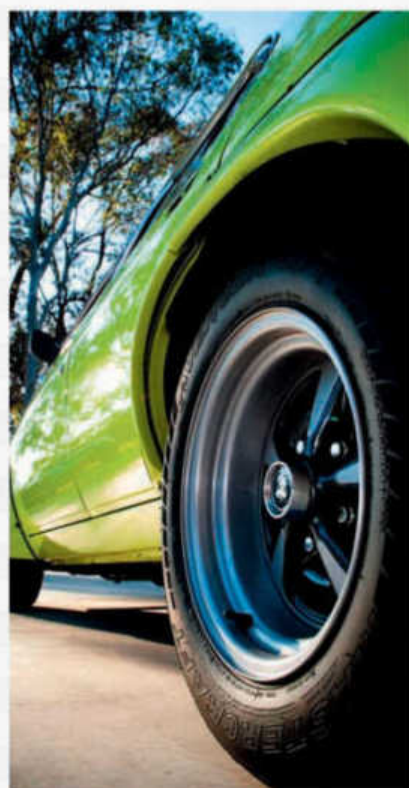
Universal Wild Cats. If you can follow them, you've probably got them.

400213, January, 1961



ABOVE An L34's visual appeal is more about fitness-for-task than real beauty.

BELOW I've got a feeling it has a five-litre donk. Waddy reckon?



// I saw **the speedo hit 200** before I had to look up again to get ready for **the first corner!** //

bay without scratching anything, with just a block and tackle on your own, it can be exhausting. But it's so rewarding when you fire the 308 up and give it some exercise.

It's an old car to drive, and people who drive old cars know what I'm talking about. But on the freeway it's a really good cruiser, and there's plenty of grunt available if I want it. I took the L34 to Sandown Historics a few

years back and got to take it out for some 'parade' laps – I hung back from the pack, gave it a squirt up the main straight and it bloody goes! I saw the speedo hit 200 before I had to look up again to get ready for the first corner! God it was good. It's such a great sound and it just feels punchy, like it belongs on a track. You can imagine what it would've been like to race these Toranas like Brocky did back in the 70s. 🏁



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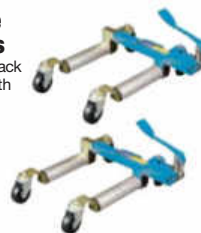
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- JAMES
Staff Member



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MAKING ELEANOR

BUILDING YOUR OWN MOVIE STAR

It's one of the most famous Mustangs ever, and as recently as 2013 one of the movie cars changed hands for an eye-watering US\$1 million. We're talking of course about 'Eleanor', the 1967 Fastback restyled by legendary designer Steve Stanford. The car was the hero in the 2000 remake of *Gone in 60 Seconds*.

Leo Banks of the Muscle Car Factory in Melbourne makes a good part of his living building Eleanor replicas. He jokes, "That movie is the reason I'm still employed. As soon as people saw that car, they wanted it."

We figured this was as good a time as any to track the process of building one, and to cover it in coming issues of the magazine.

For Leo, the process is not a resto. He much prefers to effectively remanufacture the car. To his way of thinking, it's the surest means of making sure the car is right and will last. Even good cars have rust hidden in them and so he prefers to start from scratch.

"These days the only cars you can get are gutted with rust," he says. "So you have the added expense of basically building them from scratch. There's no point in buying a car worth 50 grand, just to tear it down and use practically nothing from the car."

"What we're famous for doing is replacing everything – roof skins, quarter panels, door shells, guards. Everything gets blasted.

Mostly we're really only working with the original cage, the pillars and not a lot else.

"We convert it to right-hand drive, so there's a brand new firewall, upper and lower vent panel, new right-hand drive dash, new skirts and rails if it needs it, and floorpans. We start with new exterior sheet metal on all of them, no matter what.

"I've had really good-looking cars come



in that I'll pull the skins off, because there's always rust behind there. No matter what it looks like, it's still a 50-year-old panel and it's at that stage when the rust is going to pop through. You don't take that chance. For the sake of a roof skin and some quarter panels, on a \$200,000 car, it's not worth taking the risk.

"Door shells are notorious for rust because there's a cavity at the lower front,

as a reinforcement, and there's always rust in there. Fix it with patch panels and it will always come back. So you get a new door shell.

"The quality is about 95-98 per cent there on new panels, because they (the suppliers) spent a lot of money on fresh tooling. Then it's up to the experience of the person installing it to make it fit right. If you have to cut and fit and extend and file to get the gaps right, then that's what you do.

"You've got another month at least in fabrication work. After that there's another month for two guys to get the car fitted up and ready for paint." Banks has his own jigs, to ensure the end result is dead straight.

"It depends on how bad the car is. I've had some where you're virtually replacing everything from the front bumper bar to the rear bumper bar. There can be 300-400 hours easy in the body, and at least a few thousand hours in the car, all up. They're very labour intensive, and that's all done here, so it's not cheap. You're paying for skilled labour." (Speaking of which, he's looking for more fabricators and panel beaters – so get in touch if you have the skills.)

Next issue we'll take a closer look at what's involved in fitting and finishing that body. Watch this space... ☺



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Brains Trust

TORRENS AND MORLEY BANG THEIR HEADS TOGETHER. THEY ALSO COLLABORATE TO FIX SOMETHING. SUCCESSFULLY.

WORDS & PHOTOS DAVE MORLEY

Build quality was not, I'm beginning to understand, a Holden long suit back in 1990. Actually, I knew this only too well, having road tested VN Commodores back in the day. But when a car is 25 years old, you can kind of forgive it for not having perfect shut-lines and maybe the odd rattle somewhere up under the

slightly-faded dashboard.

On the other hand, when a window rubber that's supposed to live inside the door cavity, out of sight, suddenly migrates upwards to emerge between the upper window rubber and the door frame (check the pic) like something hanging out of the blunt end of a dog, then it stops being funny. The rubber strip in question is supposed to be captive in an aluminium

channel below the window-line where it stops the glass rattling when it's in the down position. This one had clearly escaped.

Fortunately, fellow UC scribbler Glenn Torrens was in town for a beer (and maybe something else, I don't know) and offered to help me sort it. Now, Torrens has been getting greasy on Holdens for so long he actually thinks like a GM engineer. So, almost

instinctively, he knew where to start. Which was, of course, yanking off the door trim and handles and then the plastic sheet that keeps the dust out of the cabin.

From there, we figured the aluminium channel needed to be removed (two bolts) and the old rubber remnants removed. Trouble was, the original rubber was so mangled that it was unusable. But a quick



'91 ALFA SZ
Owned since 2012
Kms 77,105



'79 HZ KINGSWOOD
Owned since 2014
Kms 358,939



'61 E-TYPE JAGUAR
Owned since 2009
Miles 5708



'90 HOLDEN VN SS
Owned since 2014
Km 98,000



'61 THUNDERBIRD
Owned since 2005
Miles 48,023



01



03



02



04

trip to Clark Rubber netted a length of stuff that looked pretty similar. Similar enough that it fitted the aluminium groove and allowed the window to slide into it (with a little silicon spray to help things along). Bung it all back together and hey presto!

But here's my advice: If you have the same issue, don't try to cheat by sliding the new rubber into the channel while

the aluminium strip is still in place in the door. It won't work. For the sake of two bolts, the exterior mirror and a couple of trim pieces, remove the channel and make your life easier. A warm day would probably makes things easier again as the rubber should be softer (we did it in Melbourne in mid-June). And, of course, if you get stuck, be sure to call Torrens, not me.

01 A window of opportunity for UC editorial content. If only we had more pages for what Morley and Torrens try to fix.

02 Believe it or not, but GT knows stuff about non-VW products.

03 Jon Faine prefers the rare, red-handled variant.

04 Better than when it came out of the factory. No, really.



'08 FG XR6 TURBO
Owned since 2014
Kms 65,126



'66 VW 1300
Owned since 1999
Miles 59,446



'65 SUNBEAM TIGER
Owned since 2014
Miles 34,156



'03 RENAULT CLIO
Owned since 2010
Km 125,111



KINGSWOOD
Owned since 1982
Kms 361,491



WORDS & PHOTOS ALISON BRADFELD

French Flies

FORMER SALES WHIZ AND CLOSET PETROLHEAD "A-BRAD" HAS THE BUG FOR HOT HATCHES, BUT SHE'S NOW MOVED TO GREENER PASTURES.

When I was looking for my next car, back in 2010, I really wanted something a bit special. God, the last thing I wanted was to just join the herd and buy another 'chick's car' like a Yaris or a Polo. Thinking outside the grey German/Japanese square, I looked to the French for inspiration. They do so many things right, I knew there would be something with a bit of style, a nippy motor and a badge I'd be proud to own.

Sadly for Peugeots, they just don't do much for me and Citroens lack personality. But

Renaults have always had that X-factor, they can make a cool car... a cheap cool car. I found this little baby for \$10,500, with about 60,000kms on it. It's now on 120,000 and still going strong.

The first drive I was impressed – firstly by the exhaust – which has a nice burble and the five-speed manual gearbox is pretty slick, as it should be for a hot little French car. I was also totally convinced by the handling. It's agile, the steering is really responsive, it's quick, and I can drive it with a bit of enthusiasm with complete confidence.

The ride is also surprisingly comfy for a tight-handling hot hatch, which I needed because I do a lot of driving. Once I master double-declutching, Dad will let me drive his TF MG and I'll be doing lots more of it! More importantly, there's decent boot space for shopping at Chadstone (my favourite place in the world). The back seats are roomy, too.

I love this little thing. It's a good looking car without being too aggressive or too plain. It just does everything well, it's economical, and has been reliable despite the odd misdemeanour here and there.

But let's be honest, everyone's car has them. I find I can really *drive* the Clio, not just waft through traffic like everyone else. I'm a pretty assertive driver and it's good having a car that makes you feel like you're enjoying yourself, even at 60km/h. But it's time to let her go and find my next car. I've driven a Focus ST, Golf GTI in manual and DSG, WRX, and Megane RS which I loved!

I loved the torque of the Focus, especially on the hill routes of the Dandenongs, but Megane's got spunk. The winner however, is the faultless Golf.

HZ Holden Gets The Full POR-15 Treatment.

Jim, not having a separate shed to work in, worked in his garage at home. He had to winch the car up on its side in order to make it easier to sandblast and paint. He sandblasted the underbody of his HZ Holden and then painted two coats of the POR-15 black Rust Preventative paint.

Having used POR-15 before, Jim knew this was the way to go with his prized HZ Holden. The best way to do it was to sandblast first (rather than paint strip or sand to get rid of the existing paint) and then apply the POR-15 Rust Preventative directly onto the sandblasted

surface. This ensures a really good bond giving the whole underneath an almost ceramic-like finish. It also ensures that he will never have any problems with



rust under the car again. This was just the start and he went on to do the front end, the fuel tank, the diff and suspension in POR-15.

See the entire restoration at www.ppcco.com.au "Jim's restoration pics"



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Out with the Old

SCOTTY'S FRIENDLY OLD FALCON CHARIOT HAS SEEN BETTER DAYS AND IS OFF TO A NEW RANK. BUT THIS WAS NO ORDINARY TAXI.

WORDS & PHOTOS SCOTT MURRAY

I know, I know. A 2004 BA XT Falcon – yup, the base model – doesn't really belong on the pages of *Unique Cars* magazine. You'd be right, if only it were a 'regular' XT BA as featured in taxi ranks for the last decade or so.

See, before it was mine, it belonged to a good friend of mine Justin, who was diehard Ford. He's a few years older than me and growing up in a small Victorian country town, not many people had anything flash to drive. But when he rocked up, this wannabe DJR V8 Supercar could be heard half a kays away ("Justin's here") and it looked so tough when he pulled in the drive. I respected it immensely, considering I grew up a Holden kid.

What really made this BA special was the fact it was ordered from the factory with the Tremec five-speed manual gearbox in Feb '04. Considering

the four-speed auto was in (probably) 99% of all BA XTs, I thought it was pretty cool and rare enough to share the story.

Everyone remembers their university/Tafe/high school car, right? Mine, nicknamed "Whitey", had 18-inch Osaka Fusion alloys which were again quite rare. Under the bonnet there was nothing more than the mighty Aussie four-litre straight-six built in Geelong and regularly serviced at home on the back lawn, flat on my back. The exhaust was a nice throaty 2 1/2-inch sports job which sounded great between 2500-3000 revs. Sure, Whitey's no sports car, but giving it some on Sunday drives was good fun.

Whitey's misadventures were many: it had more hits than INXS. We went everywhere together: camping, towing (stupidly overladen) loads, playing taxi with my mates, the uni express (always running late), and best of all – it never

let me down. Sure, it wasn't faultless – I changed the full set of iridium NGK plugs once (goodbye, money), did a fuel pump after a batch of dodgy fuel and all four doors never locked...oh and the typical BA brake shudder that jiggles your spinal cord. But I threw everything at this car, including (but not limited to) beaching it in the bush on a log, getting bogged, dropping a Camry-laden tandem on the rear bumper (don't ask, but it took the full weight); and I plucked the stone tray off more times than a KFC chicken farm. I also can't remember how many times that fuel gauge

bonged at me on "0km". My brash loud Falcon was Built. Ford. Tough.

This saddens me about the dark times ahead. My children may never get to experience the brilliance of an Australian-built car. Its versatility and usability, its toughness, the reliability. That euphoria of jumping on the Hume at 4am en route to Bathurst with a boot full, towing a tonne of wood and coming home covered in soot, mud and a grille full o' flies. You just lay back in the big seats, hit the air-con, flick the cruise and watch for Skippy.

Goodbye old friend. Thanks for the memories. ☹️



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MOPAR LOVES MUMBO

AFTER EXTENSIVE SURGERY, THE GIVEAWAY DODGE DART GOT A THUMPING NEW HEART AND A WHOLE LOTTA SOUL.

WORDS SCOTT MURRAY PHOTOS STREET MACHINE MAGAZINE

We plucked the Mopar motherlode out of the Swinger's front end and took a donor block to the magic factory that is Precision International and their team of wizards to wave their wands over what became your Dodge Dart prize car. Edelbrock have also come to the party with a bootload of parts which totalled a slab of draught shy of ten smackeroos.

Obviously, we've kept the Chrysler small-block (a 360ci to be precise) and

stroked it to 408 cubes. Because of the lacklustre range of performance heads offered from Chrysler to suit their small-blocks, we've picked the Performer RPM option available from Edelbrock for the last decade and a half. They come with a 63cc combustion chamber and an intake runner of 171cc, and they come fitted with 2.02-inch intake valves and 1.6-inch exhaust. Scotty Taylor at Street Machine, who we're pretty sure was born with hemispherical heart valves, insisted on this bang-for-your-buck option, saying

it "outflows the factory cast-iron head by about 20 per cent, without the need for exotic rockers, intakes or exhausts."

Powerhouse Engines took the Edelbrock heads and worked them over a little, smoothing out the ports and bowls, and more, which equated to an extra 30 horsepower give-or-take just in airflow. The heads were also ordered with springs and retainers tailored for the Lunati Voodoo hydraulic roller cam we chose.

The work on the engine continued and focused on the block. The fourth block



ABOVE Crowning glory: this is the moment of truth, when men cry and the other half ask "Why in God's name? ..."



ABOVE "Well there's your problem right there."



ABOVE Chrysler 360 blocks aren't the most common aftermarket accessory going around.



ABOVE A warm acid solution bath removes all the Swinger's sins.



ABOVE For anyone not happy with 500 mental horsepower, that's a beautiful coffee table.



ABOVE Brings a new meaning to the term "small-block".

// The 408 stroker roared into life and slapped a big five-zero-zero up on the screens //

sourced got washed down, then Johnny at Powerhouse Engines ground the main caps and line-honed the main bearing tunnel; the deck height was trimmed by 50 thou, and boring was done at 30 thou oversize.

Brian spent time and effort on the electronic balancing machine which brought the donk within two-hundredths of a gram. The Powerbond harmonic balancer was fixed on also; the whole slab was then honed and the piston-to-bore clearance was calculated and corrected before putting the top bun on our flame-grilled Whopper.

Brian and his crew did a mock-up re-build of the donk to check clearances and it's just as well they did because had they fired her up first time all their work would have been ruined by a fraction of an inch. To be precise, at the bottom of the bores, the rod bolt head hit – so it was on to the die grinder. The windage tray and sump also had to be modified slightly to fit.

With a Mallory distributor, a top-mounted oil filter and a dyno trolley to bolt it all up to, the 408 stroker roared

into life and slapped a big five-zero-zero up on the screens. Scotty wept like a baby, Phil grinned like The Joker and the gents at Powerhouse nodded in self-affirmation at a job well done. With transportation to Glenlyon Motors in Brunswick, their resident revhead Mick slotted the mumbo back in the jumbo.

Take off was a beautiful thing, but even sweeter was the moment we handed the keys to Kane Jones-Murphy from News South Wales' South Coast. Congratulations mate. If you ever need a babysitter...



LEFT The Swinger has a great set of pipes.

ABOVE Gearbox is a Torqueflite 727 built by Paul Rogers at Paul Rogers Performance Transmissions. He's the Chrysler gearbox guru.



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I'm in the shed



“CAN I START THAT AGAIN?”

WORDS & PHOTOS JON FINE

**IT IS GOING TO TAKE FOREVER,
I KNOW. AND FOREVER IS A LONG TIME.**

I am trying to build a wood-framed steel-panelled boat-tail body for a 1923 Citroen. I have the chassis, all mechanical parts and some photos from the internet. The exact model is called a 'B2 Caddy' and Dr Google will quickly reveal a quite fetching factory photo of a couple of damsels tootling along glamorously in what I am trying to build.

Surprising I know, but it turns out that this coach building business is a whole lot trickier than it looks. Who would have thought the product of decades of skills and learning cannot be replicated by a total novice overnight?

A set of drawings would be handy. Even a scale photo. Or some basic dimensions other than knowing the size of the steel disc

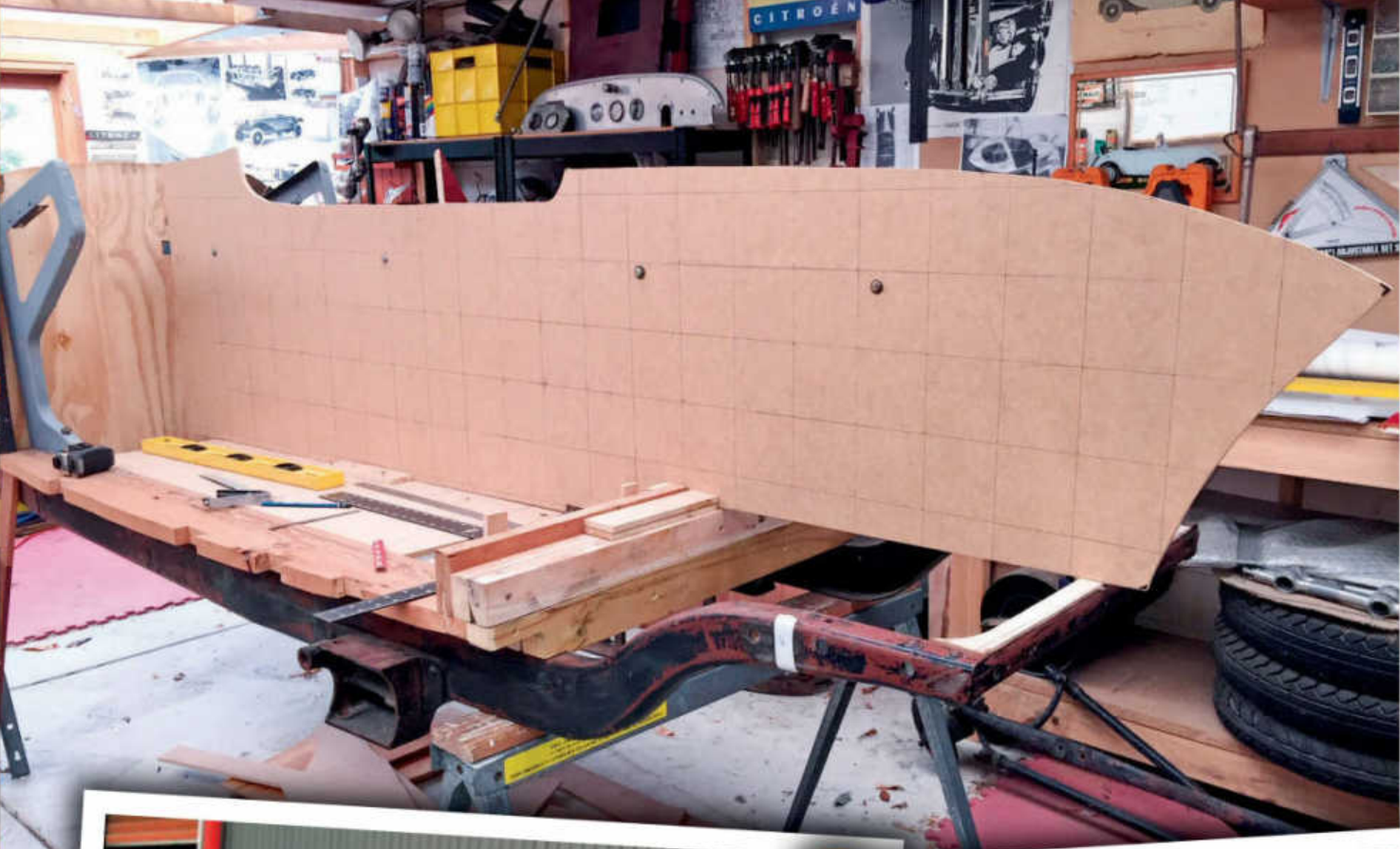
wheels and the height of the radiator that I have sitting on the trestle legs in the shed.

The exact taper of the boat-tail is a complete mystery. The swage line that so elegantly swoops the length of the hull drops at some point to meet the point of the tail, but I do not know where. Guess work is involved in assessing the width of the top deck and the vertical curvature of the sides down to the chassis rails. And needless to say it is not uniform but blends in as it flows.

Great inspiration was provided by a fellow club member who has recently re-bodied his B2 four door sedan. "Back when they made them," counselled Craig "they were all different anyway. It was Jean-Claude on Monday and Pascal on

Tuesday and Phillippe did it his way on Wednesday – so just as long as it looks right it is right." So much for wise words of comfort.

So I jump right in. I have started with some old timber salvaged from the neighbour's renovation skip, sacrificial free timber that I can ruin without a guilty conscience. I bought a secondhand bandsaw, cut away at everything except my thumbs and came up with something that took months and looked faintly tub-like. Clad in heavy paper as a mock-up to show how close to the photos svelte lines I had got, instead I wept upon realisation that I had all the proportions wrong and my frame resembled a WW1 tank not a sleek French sports car.



ABOVE Inspired by this finished example Jon soldiers on, ankle deep in sawdust.

LEFT Zut alors! Where are Jean-Claude, Pascal and Phillippe when you need them?

When my mentor and teacher Brian stopped laughing enough to give some advice, I was told to make a buck – with a ‘b’ – and get the proportions right using cheap and easy to work MDF instead of hardwood. So with a new jigsaw and fresh blades I started version two from scratch.

Another three months passed and as my contribution to the Comedy Festival took shape, my mentor dropped by for another giggle. I got a standing ovation and tears were rolling down his cheeks as he explained it was supposed to be symmetrical. Apparently cars do not work like crabs. So I threw it away and started the third version.

This time after exhaustive international searches – the internet – we have found a factory publicity shot that gives us a square-on view. My guru has taught me how we can use graph paper with those school days square grids and tracing paper, all overlaid on the exploded drawing to establish the sizes we do know – the wheels and radiator – to scale up and then calculate the sizes we do not know – the curve of the guards and tub height and length.

So that is the side view. But now to try to figure out the sections!

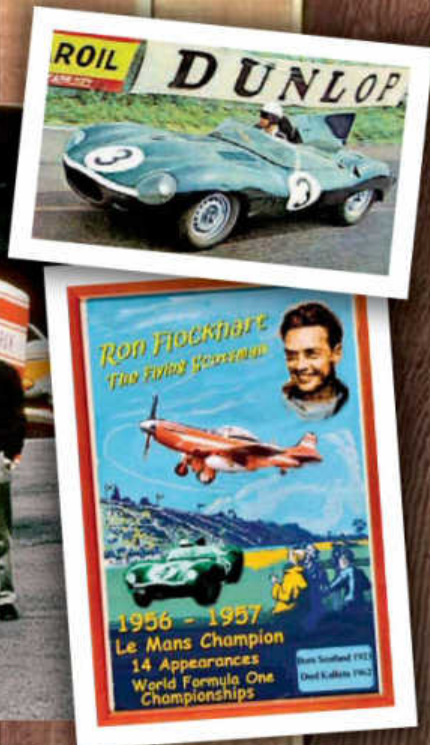
Then the fun part begins. Once I can finish the MDF buck, I can go back to the bandsaw and start carving out the bones

of the frame to the correct measurements. Then we can start the metalwork, which should get me to next Tuesday or Wednesday at the latest. Friday some paint, the weekend for trim and electrics and everything ought to be fine for a spin by the following weekend. More likely I am aiming to have it running for the Citroen B2 Caddy 100 year birthday in 2023.

Who said this was hard? 🤖



WORDS ROB BLACKBOURN



THE FLYING SCOTSMAN

AN IMPOSSIBLY LARGER THAN LIFE CHARACTER, **LE MANS CHAMP RON FLOCKHART** LOVED LIVING CLOSE TO THE EDGE

Steve Kealy's news item in issue #376 of *Unique Cars* about this year's Mille Miglia commemorative rally caught my eye. The event it honours, the original Mille Miglia (1000 miles) road race was hairy-chested motor racing at its hairiest, conducted on public roads in Italy until 1957.

If you're unfamiliar with the original Mille Miglia here's a taster: Picture Stirling Moss flat-knacker at the wheel of a Mercedes-Benz 300 SLR sports car in 1955, following instructions conveyed via hand signals in the noisy cockpit from his trusty navigator, motoring writer Denis Jenkinson. 'Jenks' was taking his cues from a six metre-long roll of pace notes he was progressively scrolling through. These pioneering pace-notes, written during pre-event recce trips, allowed Moss to pitch the car into blind bends and fling it over blind crests at lunatic speeds. One report had the car flying for 60 metres off a crest taken at around 280km/h. Not only did Moss and Jenkinson survive these spectacular antics, they went on to win the event, covering the 1597km-course on public roads in a stunning time of just over 10 hours.

It was a bit special for me reading that some Ecurie Ecosse Jaguars were involved in this year's event. Ecurie Ecosse, a small but

successful Scottish race team, fielded drivers of the calibre of Jackie Stewart, Jim Clark, Innes Ireland and Roy Salvadori back in the day. They gave a young Tom Walkinshaw a drive in 1971. My Ecurie Ecosse connection came from meeting its Le Mans star Ron Flockhart in Melbourne in April 1962.

Flockhart won the 1956 Le Mans event driving an Ecurie Ecosse D-Type Jaguar with Ninian Sanderson, beating Aston Martin DB3S-mounted duo, Stirling Moss and Peter Collins, to the flag. Flockhart went on to a repeat victory in '57, with Ivor Bueb, again in a D-Type, ahead of Ninian Sanderson and John Lawrence, a one-two result for Ecurie Ecosse D-Types.

Flockhart's racing wasn't confined to sports-car endurance events; he competed successfully in open-wheeler events ranging from hillclimbs to Formula 1. He was actually a Mille Miglia competitor as well – the 1955 event saw him emerging ingloriously, but uninjured, from his Austin Healey that had landed upside-down in a river.

Ron Flockhart was also an aviator – flying a light aircraft was a convenient way to travel between circuits in Europe. Unsurprisingly his competitive spirit began to affect his flying. In 1961 he attempted to break an existing record for flying solo from Sydney

to London. Sadly the engine of his restored Mustang P51 fighter expired in Athens. Close, but no cigar.

It was the following year when Flockhart, a graduate engineer, spent an evening talking to a bunch of us young engineering students about repeating the record attempt. The next day he would jump into another restored P51 Mustang and point it toward the UK.

He was charming and engaging, and his boyish enthusiasm for the coming flight was infectious. He gave us a few laughs with his insights into life as a professional race-driver, for example contrasting the attitudes of race officials across Europe – German scrutineers doing it by the book while Italians would just kick a tyre and sign off your car. As long as it was red.

I remember him being mightily impressed by the potential of BMC Minis in motorsport, urging any of us interested in taking up racing to go the Mini route. Overall he came across as a thinking-man's enthusiast, one who indulged in his risk-taking in a calculated manner.

The next day he took off from Moorabbin Airport heading north. Minutes later, caught up in heavy cloud over the Dandenongs, he slammed into a hillside near Monbulk, with tanks full of Avgas... ☹️

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CORVETTE CLINIC

Kane Whiston is one of the biggest Corvette names in the southern hemisphere. He took over the mantle of his dad Peter's conversion business about five years ago and has ensured Corvette Clinic is the ultimate destination for anyone needing their American supercar converted to drive on the correct side of the road.

"Dad started the whole thing back in 1978," he says. "He worked for Lance Dixon Ferrari and bought himself a shonky 1972 Corvette which was not as it was advertised, put it that way. So dad did his own conversion to make it right-hand drive as well as fix the car up from nose to tail. Word got around that his Corvette was converted so well that he started getting offers. He started the business from the shed at home and off it went." Kane began his apprenticeship with his dad in the business back in 1997 and has carried the flame on.

While Corvette Clinic does a few servicing jobs on C6 and C7 Corvettes and Camaros,

they are majority focussed on the conversion business which attracts domestic and foreign customers. "We're getting work from Singapore and Hong Kong as well as Australian owners," Kane says, "plus, along with the conversion, we also aid customers in the importing process which can be difficult for private buyers because GM don't allow their cars to be exported because of legal/warranty/insurance issues."

Ultimately, Kane's a very passionate bloke when it comes to anything Corvette. He says it's a sense of pride that customers ultimately get when they bring their cars to Corvette Clinic. "There are places that do the job cheaper by sending the labour overseas, but I'm the bloke who runs the business answering phones and on the spanners. I've spent my life working on these cars and know them inside-out. It's about making sure people are getting the absolute best finish and never have to come back to me because something's not right. It's a hugely intricate job and crucial to get right (pardon the pun) because these cars were never

even conceived to be right-hand drive. They're actually structurally engineered to be lefties. Even Ferraris and Lambos have interiors designed to be converted. Corvettes and Camaros don't."

Whiston also has inside advice for prospective Bow Tie buyers hoping to see a right-hook Vette/Camaro dressed in Holden badges. Basically, don't count on it. "These cars are asymmetrical – completely designed for the US – and in fact many magazines are purporting about Vettes and Camaros coming to Australia in factory right-hand

drive. Well I can tell you from inside sources that they sell 35,000 of these cars every year in the States and the idea of re-tooling just to make them right-handed makes GM executives laugh."

So if you want your C6 or C7 Corvette or late-model Camaro converted the right way by the biggest name in the industry, give Kane a call at:

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John Gove's 1968 Fiat Dino Spyder





SHARE THE PASSION

I'm a Fiat Dino tragic. This is one of three Fiat Dino Spyders I own, which I'm proud to say I drive in the rain.

It doesn't get driven nearly as often as I'd like to, only because I wish I could drive it all the time. I love these cars – if it had a Ferrari badge I wouldn't have been able to afford my first one – but because it's a Fiat, with the same engine, I get to enjoy it.

What's crucial with these cars is if they're properly maintained and serviced,

you'll never have a problem in the world. The reputation for fragility came from people buying them cheap in the late-'80s when they were more common, but owners couldn't afford the upkeep (which is why they bought a cheap, ratty example in the first place). So naturally word gets around. But a stitch in time saves nine.

I spent three years trying to buy this particular car from a woman in South Melbourne way back in the late-'80s, back when they were more affordable. She eventually

decided to sell it to me and I'll never forget the day I got it home. I began a restoration in 2004 and funnily enough, all the nitty gritty stuff like engine and driveline parts weren't the tricky thing to source. Back then and now even more so, it was body panels that were hard to find. I was lucky because this car had been well looked after and the body was in great condition.

They're such a beautiful shape, a great design, beautiful to look at every single time I open the garage door. Then

when you get it out on the road it's even better again. The Dino revs to 9000 but even at six and a half the sound of the 2.0-litre quad-cam V6 and the sucking of the triple twin-choke carbies makes it so special, you never ever get tired of hearing the engine and the rumbling exhaust note. It puts a huge grin on your face.

My car will be one of the lucky ones helping celebrate 50 years of Dino cars at Motorclassica (October 23-25) this year and it's a privilege to help preserve the Dino legacy.



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SHARE THE PASSION

Michael Graczyk's

1977 Datsun 210 coupe



I really loved the Datsun, it was such a great little runabout. It was reliable, quite comfy, smooth and best of all it was in absolutely mint condition. I'd bought it from a lovely old German lady in Penrith (NSW) who had held on to it for sentimental reasons. Her late husband had owned it for years before he died and she couldn't let go of it. This made

it even more special to own because it had history, it had a great story behind it and the car had been loved.

As much as it was a great car the 210, I'm a horsepower man and the old girl didn't have a lot of it. I'd owned a VK Group A Brock Commodore before this and yeah, it was definitely a big change. Chalk and cheese. It had the original in-line six motor with





five-speed manual and it was nice to drive, not awesome, but nice. It was complied as a 240K because of the transition period between the 210 and 240 – I wish it was a 240 though!

My ownership of the Datto was only 18 months, but it was a great experience. I like to try lots of different cars, I'm always selling and buying so 18 months was a short ownership, but an unforgettable one.

I'm now on the hunt for an XA GT having owned an

XW GS Fairmont and XW GT in the past. I'm also a big bike fanatic and own a Ducati 900SS and formerly owned a Ducati 850 race bike which was mental to ride.

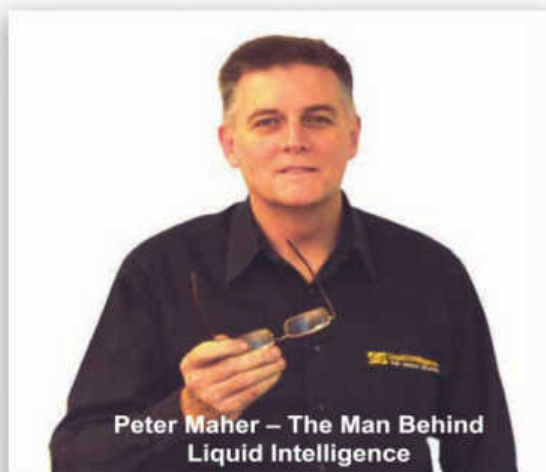
I said goodbye to the Datsun a couple of years ago and sold it to a Saudi Arabian buyer. They love these cars over there and really respect them. I made sure they knew how special the old girl was. If I'd had a bigger garage... It's a car I probably should've kept, but priorities in life change. I do miss that car.



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When you've been quoted \$800/\$1200 to replace a slow leak from a rear main seal, using Liquid Intelligence 230 can save you time and money and keep you on the road as long as the seal isn't ripped or torn. Also Liquid Intelligence 230 can be used as a maintenance product to keep seals in good condition and tolerance that may be hard to purchase or replace.



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Does Liquid Intelligence 230 work in all cases?

In our experience Liquid Intelligence 230 works in over 80% of all cases. As long as the seal is not torn or broken.

Normally a broken or cracked seal will leak profusely whilst a worn, hardened or dried seal will just leave irritating puddles of oil under the vehicle each day.



Tell tale signs in the garage or driveway are a sure sign of a job for Liquid Intelligence 230

.....

Interview with Peter Maher, the owner of Liquid Intelligence in Botany NSW.

Peter, you may be new to some readers, could you tell us a bit about Liquid Intelligence and yourself.

I started in this business when I was 18 and for the first 28 years developed and manufactured automotive chemical products for well-known Australian companies. Twelve years ago I decided to form Liquid Intelligence. Liquid Intelligence originally manufactured for other companies under their brands. Then several years ago we began to formulate a unique range of speciality automotive products under the Liquid Intelligence brand. We now sell our large range of Liquid Intelligence speciality chemical products locally and also export around the world with China being our largest area of distribution.

You can call Peter on 1800 441 163 for a chat about product and application information or simply to purchase Liquid Intelligence 7am to 7pm seven days a week www.liquidintelligence.com.au

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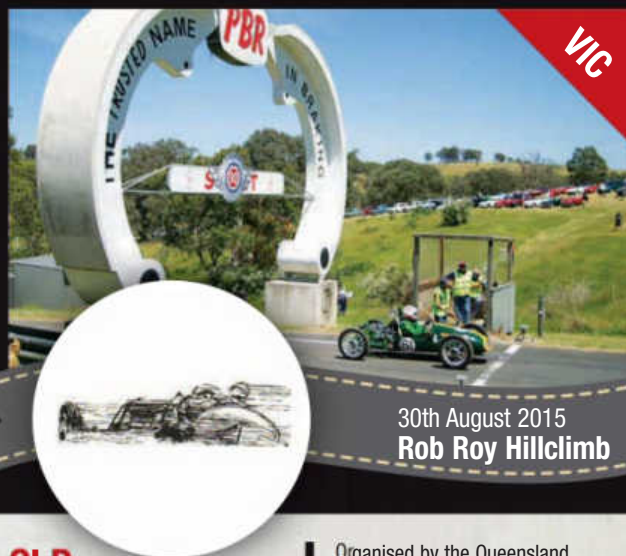
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COMING EVENTS

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Unique Cars – Coming Events,
Locked Bag 12, Oakleigh, VIC, 3166 or
uniquecars@bauertrader.com.au



30th August 2015
Rob Roy Hillclimb

AUGUST

NSW

16 August

Shannons Sydney Classic

Nearly 2000 classic and vintage cars (from over 150 clubs) will descend upon Sydney Motorsport Park in Eastern Creek for a Sunday of family fun. Trade displays will fill up the pitlane garages, double-decker buses will be doing tours around the track, music will keep the kids entertained while they gorge. General admission is \$20, under-12s and parking are free and make it a day not spent in front of the telly watching V8s with a brew. This time.

Facebook: Council of Motor Clubs NSW

Visit www.councilofmotorclubs.org.au

29-30 August

Shannons South Coast National Car/Bike/Truck Show

Moruya High School, Moruya NSW. A booze-free family show 'n' shine; hot rods, customs, street machines, bikes and big rigs as well as auto careers/trade expo, street cruising, sound-off, dyno comps, vintage caravans, traders, displays, rides and sideshows. Saturday night charity auction dinner and band at Moruya Golf Club. Over 160 custom made trophies and heaps of prizes to be won. Call Lee or

Debbie Pearce (02) 4474 3761 or 0419 845 890. Visit www.southcoastnationals.com.au
Email: southcoastnats@bigpond.com

30 August

24th Dubbo Swap Meet & Car Show

Known as the "Hub of the West", Dubbo is hosting its next swap meet which will offer a sea of vintage and classic car and motorcycle parts for you to buy, swap or sell. Adult entry is \$8, children under 16 are free and there will also be a car and bike show adjacent to the swap meet, at the Dubbo Showgrounds, Wingewarra Street. Hosted by the Macquarie Lions Club. Call Graham 0429 848 906 or Hugh Hopkins 0428 638 841. Email: hopkinsjanelle@yahoo.com.au

VIC

30 August

Rob Roy Hillclimb Rnd 2

The MGCC is conducting the second round of the Interclub Challenge at Rob Roy on Sunday, 30th August. The emphasis is on competition between the various clubs. Check www.robroyhillclimb.com.au for details. Call Rob Forster 03 9781 2421. Email: forsterrob2766@gmail.com

QLD

15 August

Glenwood Swap Meet, Car & Bike Show

Cnr Arborten & Pepper Roads, Glenwood (halfway between Gympie and Maryborough, Qld. Sites: \$12 (2 ppl); entry: \$3; children under 12: free. Site holders only welcome Friday afternoon, gates open 4am Saturday for site holders, and 7am for public. Kids rides and entertainment plus hot/cold food/drinks available Saturday. No dogs. Info and bookings: Bernie (07) 5485 7191 or 0408 458 303 or email: glenwoodswap@westnet.com.au

15 August

Cruise to Crows

A \$5 registration for vehicles gets you access to the show competition with prizes awarded and funds going to local charity. At the Crows Nest Showgrounds, off the New England highway, expect hot metal from all directions and a smattering of live bands and entertainment, plus rides, food and a licensed bar open after 11:30am. You beauty! Contact Parkers Tilt Tray & Mechanical service on 07 4698 2635 or 0417 208 606. Email cruise2crows@gmail.com

30 August

20th Jimboomba Auto Extravaganza

Organised by the Queensland Early Ford V8 Club Inc. and sponsored by Shannon's Insurance. To be held at Tully Park, Maclean Bridge, Jimboomba, Qld. All makes of bikes, veteran, vintage, classic cars and street rods are invited. An extra fee of \$5 per vehicle to be judged. No extra fee for swap sites (trade stalls \$25.) Entry \$5, children under 14 free, gates open 6am. Free parking. Entertainment and catering provided, no dogs allowed. Enter off Greenbank Road.

Contact 0408752584 or 0407118146

Visit: www.earlyfordv8qld.org

SA

16 August

Willunga Swapmeet

Stroud Park Binney Road, Willunga; Entry \$5, gates open at 7.00am, breakfast available. No bookings required.

Contact 0427 947 942

Visit: www.willungalionsclub.com.au

SEPTEMBER

VIC

5-6 September

Flukes Car Show Mechanica

Mechanica is an indoor car/bike show, held by Flukes Hot Rod Club in Ballarat. Their 2014 show proved a good time, so 2015 will

Want to list your event or update your event details?

be bigger and better. The show will have the Ballarat Exhibition Centre for the weekend.

13 September Shepparton Swap

Shepparton Showgrounds, High St (Midland Hwy) Shepparton. Run by the Goulburn Valley Motor Vehicle Drivers Club Inc. Over 600 sites for veteran, vintage, classic car and motorcycle parts, collectables and bric-a-brac. Opens to public 7.30am. **Inquiries: Kris Healey 0438 294 351.**

ACT

20 September ACT Holden Day 2015

A show 'n' shine event open to all model Holdens. All entrants eligible for judging with a range of trophies for different categories. Entrants must register for event. Last year we had over 160 entrants.

Email: info@actholdenday.com

Call Colin: 0474 456 164

Visit: www.actholdenday.com

NT

3-6 September Red Centre Nats

Red CentreNATS in Alice Springs is Australia's newest automotive lifestyle festival. A motor show for those who love all things cars showcasing the very best in street machines, elite show cars, hot rods, classics, exotics and supercars. Includes precision driving, street cruising, show 'n' shine, judged competitions, and an official Burnout Masters Qualifier. Proudly presented by the Northern Territory government in association with Summernats.

Email: info@redcentrenats.com.au. Visit: www.redcentrenats.com.au/

Entrants: richard@summernats.com.au or call (02) 6241 7949

NSW

12-13 Septmber Port Motor Mania

Port Macquarie hosts the fourth Motor Mania event two and a half hours up the coast from Newcastle, at Westport Park. Largest car show in region and with its own Elvis impersonator.

And a reptile show, amusement rides and a 'Miss Port Mania' competition, Something for every member of the family to enjoy. Profits go to charity.

Email: 0416 809 533

Visit: www.portmotormaniamanet/index.html

SA

12-13 September River City Rumble

The Rockabilly Lifestyle Festival open to all things pre-1978 – classics, street rods, muscle cars, street machines, bobbers, choppers, vintage caravans and just about everything else in between. On-site catering and bands rocking out with the rocker covers out for a great weekend.

Email: springnats.autofest@bigpond.com or phone Les on 0417 511 557. Facebook:

www.facebook.com/autofest.murraybridge

Visit: www.autofest.com.au/

19-20 September Victor Harbor Rock 'n' Roll Festival

South Australia's top Rock n Roll Fest attracts over 150 hot rods and classics plus 4000 spectators. Free vehicle registrations includes priority parking, festival cruising plus trophies. Rockabilly bands set the atmosphere. Entry forms and info at www.rocknrollfestival.com.au. **Leith Kavanagh: 0408 269 905.**

27 September Bay to Birdwood 2015

This year's Motorfest Classic 2015 promises a fun program of events for eligible cars, bikes, vans, trucks and buses made between 1956 and 31 Dec 1978. Hosted by SA vehicle clubs it shows visitors the sights of Adelaide and highlights like a Murray River cruise, fun runs through famous wine regions like the Adelaide Hills, Barossa and down south through the Fleurieu.

Phone: 08 8568 4000. Spots are filling fast so visit www.baytobirdwood.com.au/

OCTOBER

NSW

3-4 October Dorrigo Mt Swap Meet

Dorrigo Showgrounds, run by Dorrigo RSL Sub Branch. Set up from 2pm Saturday 3rd till 7am Sunday 4th. Opens 8am Sunday, sites free with \$5 admission per adult. Family pass (2 adults, 2 children) \$15; under-12s free. Camping sites \$20p/n incl. power and hot showers. Catering on-site Sunday, provided by Ladies Auxiliary. "People's Choice" prize for the most popular display vehicle. **Contact Bob Denner 0429 406 535**

8-11 October V8 Supercars, Bathurst

The biggest local motorsport event in Australia. Tickets at Ticketek.com.au; for camping contact V8SC (07) 5630 0364 or email: camping@v8supercars.com.au

31 October Queen of Hearts Charity Car Show

The Queen of Hearts Community Foundation needs the help of some car-folk with raising money to prevent Child Abuse.

Call Michelle: 0423 709 630

VIC

4 October National Show 'n' Shine

Seven Creeks Park, Euroa. As stall sites are limited, it is a case of "first in, best dressed" and so we invite you to apply for this year's show. All stall holders must have a certificate of currency for insurance. All stall holders must provide their own power. Site fees are \$50 per 3m X 3m area. Food and coffee stalls \$75. A massive family show 'n' shine with every make, model and variety of classic under the sun. Don't miss it! **Contact John Mason 03 5795 3662 or 0418 599 183. www.australiannationalshowandshine.com.au/**

Email us at uniquecars@bauertrader.com.au



Coming Events

Want to list your event or update your event details?

18 October

Ballarat 4th Annual All GM Day

Ballarat Turf Club (Dowling Forest)
240 Kennedys Road, Miners Rest. Open to all GM vehicles; trophies awarded. Opens 8.00am for display cars; public from 10:00am. Trade stalls, food/drink available, free kids activities. Proceeds to the Ballarat Hospital's Children's Ward. Contact **Scott: 0419 106 264**.

Visit: facebook.com/groups/Annual.All.GM.day/

18 October

Take Your Tops Off, Shannons Charity Show

All convertible and Targa top owners are being called upon to help raise money for 'Take Your Tops Off' at the Stamford Hotel in

Rowville - it's all for the national Breast Cancer Foundation. Pin your pink ribbon to your favourite piece of auto-related apparel; **contact Belinda for entry and info at 0417 490 949**.

Email: belinda_douglas@shannons.com.au

WA

31 October

Harvey Dickson's 14th Annual Rodeo

Cars, trucks, utes, bikes & caravans: a rain, hail or shine event, with prizes. Driver & passengers of participating vehicles admitted free. Bush camping. Rock Arena, 5km out of Boyup Brook on the Arthur River Rd. (E of Bunbury)
Contact 08 9447 2566;
rbarron@bigpond.net.au

24-30 October

Aussie muscle-car run

Perth, Busselton, Albany, Collie, Beverley, New Norcia, Mandurah, Perth; In aid of leukaemia foundation. Takes entrants over 1,885km of bitumen roads in a broad sweep of southern WA, mix with like-minded enthusiasts and enjoy the drive.

Not a competition event.

Contact: rnesesi@leukaemia.org.au

Visit: www.aussiemusclecarrun.com

SA

18 October

Strathalbyn Swap Meet

Milne Road, Strathalbyn. Opens 5.30am for sellers; 6.30am buyers. Catering for all classic vehicle motoring enthusiasts.

Automobilia, spare parts, books, collectibles. Sellers \$15 p/site, includes entry for two people, extra adult \$5, children free. Undercover sites (\$35). Pre-paid bookings required. Camping site \$5 extra. Gates open for campers 2pm to 9pm Saturday. Food and drinks catered for.

Contact **Dean 08 8552 1042**

Email: deidresolly@hotmail.com

Email us at uniquecars@bauertrader.com.au



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ENTRY FORMS AVAILABLE AT:
www.actholdenday.com
entries close 15 August 2015

EMAIL: info@actholdenday.com

The 2015 ACT Holden Day is hosted by:

- PS & J Car Club of Canberra
- PS & J Holden Owners Club ACT
- PS & J Holden Club ACT
- Canberra Sports Club
- Canberra Sprint Club
- 1967 Holden Club of ACT (presenting ACT)

FOR AN ENQUIRY CONTACT:
Gordon Smith, 0418 194 194
Renee Smith, 0418 194 194

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Enquiries - Cheryl Kirkwood, MCMA, 0958 4795 or 0417 945 624



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www.rocknrollfestival.com.au

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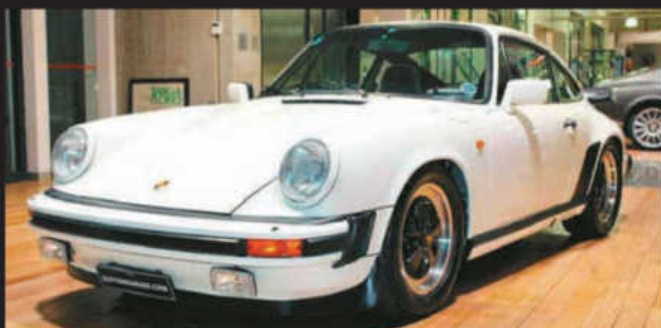
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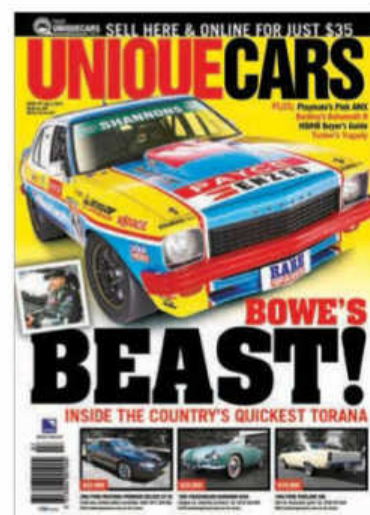
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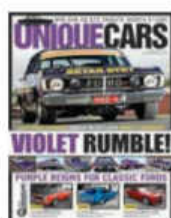
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TRIUMPH TR6 Fuel Injection 1971, Imac 150hp CP injection model, rare hardtop, softtop, overdrive, hist file. UFX169. TA627475. **\$31,950**



ROVER P3 75 1949, Original unrestored car in immaculate cond, beautiful leather trim. S322BGZ. TA627467. **\$18,950**



JAGUAR MK1 2.4 1958, Ground up restoration, leather trim, paint, engine compartment immac. XLI704. TA602594. **\$26,950**



AUSTIN HEALEY 100 / 4 BN1 1954, Good original numbers matching car, BN2 gearbox, rare hardtop. 7NL756. TA627461. **\$43,950**



MG B MK11 1971, Aust delivery, hardtop, softtop, overdrive, immac condition. VXT804. TA627473. **\$16,950**



TRIUMPH TR6 Fuel injection 1972, 150HP fuel injected CP model with overdrive, well restored, drives beautifully. SN2072. TA589221. **\$28,950**



BUICK SERIES 40 Straight 8 1937, Quality older restoration, paint, trim, engine compartment excellent. BUICK O. TA621168. **\$21,950**



RENAULT FREGATE 1 1956, Rare car, genuine barn find, needs full restoration, make me an offer. 358145. TA621174. **\$2,950**



NASH COACH special six 1926, Original barn find, LHD only 20,000 miles, use as is or easily restore. 30036. TA596685. **\$15,950**



CHEVROLET SIX Standard Six 1936, Good older restoration, runs and drives well, 4 new tyres. MR6380164. TA615589. **\$17,950**



CHEVROLET MASTER 1 1937, Currently under restoration, will be available soon. 142055. TA621175. **\$17,950**

www.rcc.on.net

Ekkka

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Proud to celebrate
Queensland agriculture

.....

TICKETS ON SALE NOW!

Friday 7 - Sunday 16
August 2015

ekka.com.au

**\$36,000**

CHRYSLER NEWPORT COUPE

1956, The Chrysler automobile range was completely restyled by Virgil Exner, regarded as one of the founders of 'New Line Design'. The Windsors & more upmarket Newports were more rounded & had wrap around windshields. In 1954 Exner introduced the "Forward Look" & the first tail fins on a Chrysler appeared influenced by his encounter with the 1947 Cisitalia Aerodinamica Savonuzzi. Exner believed that the fins on the Newport Coupé improved the aerodynamics though in fact they were more decorative & ornamental than functional.

The Newport has auto transmission (transmission has just been re-built) with a 331 cu in polyspherical V8 engine with power pack increasing hp from 225 up to 250. At 220.4" long & 78.8" wide, the car is large & imposing. Reliable & smartly presented in its striking black over red colour scheme & is a pleasure to drive. "As featured in Unique Cars Issue 313". Transfer of registration number NASSAU included in sale, NASSAU.

VIC. DIY610001. **0418 324 866. \$36,000 REDUCED**

**\$70,000**

BUICK SKYLARK

1953, This example of the 1953 Buick Skylark runs & drives beautifully. It was cosmetically restored prior to its importation to Australia from the USA, however a few aspects were not re-commissioned. The windows, seat & roof were hydraulically powered, but as the restorer "never intended to use the car in the rain", he did not rebuild the system. The current owner installed electric windows as a temporary measure. The pump has been rebuilt & all of the rams imported (included in the sale). The windscreen wipers do not work. The restorer took other shortcuts - for example, rust points in the floor were patched, rather than replacing the floor-pan. The rarity of this vehicle suggests that a full restoration is warranted, something that the current owner does not have the skills to undertake. Transfer of the Victorian registration plates "LARK 53" included in sale, LARK 53. VIC. DIY610006. **0418 324 866. \$70,000 REDUCED**

\$27,800

FORD FALCON AU FI UTILITY XR8 6X2 WHEELER

1999, Unique Ford Falcon factory 6 wheeler XR8 Ute – the only factory 6 wheeler ever built. This particular vehicle was built to these specifications from new by Ford Australia for evaluation purposes. This particular car was later sold and the decision not to continue building these 6 wheelers was made due to the extra tooling and production costs. This vehicle is fitted with a compliance plate and the owner has the full history from new. This vehicle is currently registered but will be sold with a Blue Slip if the buyer is from NSW. Reluctant sale due to real estate purchase. Huge amount of extras, too many to list here, .. NSW. DIY615266.

0428 842 994. \$27,800 Reluctant sale - Reduced from \$29K

**\$169,000**

SHELBY MUSTANG GT500 SUPER SNAKE

2010, Want a real Supercar... 800hp (600Kw) of sheer exhilaration & mind bending performance. Limited production vehicle #88 built by Shelby American. Factory cooling kit, polished liquid cooled supercharger, Shelby interior upgrade, Australian navigation, Shelby numbered car cover, lots of Shelby documentation ensuring a genuine Super Snake. Vehicle is absolutely Immaculate with only 16,000 kms. It has the Carroll Shelby signature on the sun visor, A FANTASTIC FUTURE INVESTMENT, Carroll Shelby's personal Super Snake recently sold for USD5.1M, "better than cash in the bank", QLD "GT SNAKE" number plates also available, GT SNAKE. QLD. DIY596743. **0411 767 974. \$169,000 PRICE JUST REDUCED 16K**

\$36,000

FORD CUSTOM Formula Ford

1988, Reynard Formula Ford with a great Aussie race history, raced by Craig Lowndes when he was 17. Car has been fully restored to original over the past 3 1/2 years. New Larner engine 4 races old, 3 historic races and last prepared by track side race solutions for the FF support race at the 2015 Bathurst 12 hour. It is sold with Cams historic log book, COD, all historic records, complete spare engine, the original body (2 bodies) extra set of superlite wheels with good Avon tyres, gearing for all Vic tracks, trolley stand, spares and some tools. Great collector or race state, historic or both you will not have better fun or meet better people than this. Happy to help with licence and race set up if needed, FF88. VIC. DIY621307. **0412 189 705. \$36,000 ONO**

\$160,000

CHRYSLER TOWN AND COUNTRY WOODIE CONVERTIBLE

1947, Classified by the Classic Car Club of America (CCCA) as an approved full classic; that is, "a fine or distinctive automobile ...a Classic was high priced when new & was built in limited quantities." White ash & mahogany wood body rear of the firewall, with the back guards attached to the wooden body & has power roof operation. Rare & very collectable. With a wheelbase of 127.5 inches & overall length of 216.25 inches & width of 77.75 inches the Town & Country is propelled by a 323.5 cu in straight 8 cylinder engine with semi-automatic transmission with coil spring front suspension and semi-elliptical leaf rear suspension. This remarkable & very stylish vehicle runs & drives impeccably, whilst the quality of the wooden construction & detail would turn the head of a master boatbuilder! It was imported to Australia in early 2011 & is the only known example on the road in Australia. Transfer of Victorian registration plates "NY 1947" is included in the sale, NY 1947. VIC. DIY609995. **0418 324 866. \$160,000 REDUCED**

\$110,000

FORD MUSTANG SHELBY GT500 CONVERTIBLE

2011, Supercharged 550hp 5 litre V8, 6 speed short throw, 19 inch factory wheels, Big Brembo Brakes, great sound system, only 25,000kms, Fitted with rapid spec 820A Package, Shelby Authenticity Certificate supplied. Can be upgraded to authentic Shelby Super Snake specs by Mustang Motorsport in Melbourne. This is an absolutely magnificent super car. Will consider part trade Aussie classic or motor bikes, 2011 GT.

QLD. DIY626696. **0417 760 005. \$110,000**

**\$32,000**

FORD FAIRMONT XC GXL

1978, 302 Cleveland automatic. Built Oct 1978. Company Director's rebuilt country cruise car. Full leather seating. Matching numbers. This car was bought in November 2008 as a 20-year stored "barn find". Stored between 1988 & 2008. Found with 99,200km on the clock. Due to imperfect storage, needed bare metal re-spray with two-pack original orange. From 2009 - 2012 the car was gradually rebuilt and slightly modernised keeping it generally period-correct. \$48,000 spent. All receipts, restoration photographs. Storage photographs, FORD78. NSW. DIY594950. **0428 476 323. \$32,000**



\$115,000

DAYTONA COUPE

2005, Sensational looking, Awesome sounding, 1965 Supercar styling with modern running gear, including Corvette LS7 engine - TremecTKO600 - KAAS diff centre - Harrop brakes - Launch and Traction Control - Full Motec M800 ECU and data logging. ADR Compliant, ABS option, amazing paint work. Log Books. This is a great road car and a sensational track car !! For full specs and any questions call Ken, 24256H. VIC. DIY620633. 0418 582 992. **\$115,000**



\$125,000

CHEVROLET CAMARO ZL1

2013, Supercharged 580hp, 6 speed paddle shift auto, 5 star conversion. This is the company director of American rides personal car. All dealer paper work with factory dyno sheet. Options include sunroof, carbon fibre hood, backup cameras, heated seats etc. Has correct RHD heel & foot pads, door locks changed for that RHD factory look. Serviceable a/c filter box. A conversion that is only half done will decrease your ZL1 in value rapidly. Protect your investment, ZLI 13. QLD. DIY627353. 0414 373 217. **\$125,000**





FORD RANCHERO GT

1975, Matching numbers factory 460ci V8 (7.5L). with C6 auto. Both have been rebuilt. Car has been resprayed back to its original Saddle Bronze and is rust free. This lovely cruiser drives exceptionally well

KIKAZZ. NSW. DIY615224.

0499 199 299.

\$19,990



HOLDEN HQ 25TH ANNIVERSARY

1973, 253 V8 Auto.

STAR QUALITY RESTORATION

No patch panels. No accidents.

Special features.

Phone (BH) for story & photos

.. TAS. DIY607997.

03 6328 1669.

\$48,000

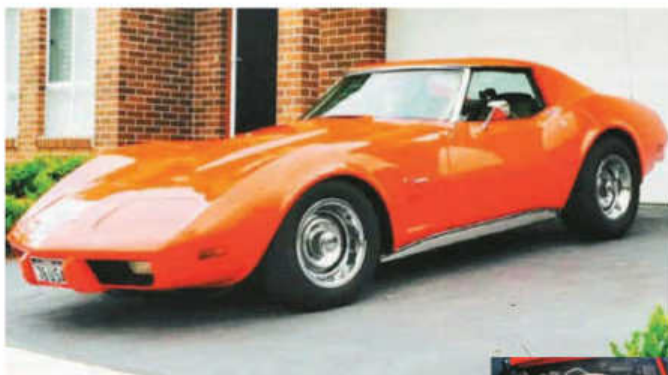


RENAULT 750

1958, Restored 13 years ago. Great runner. Nothing to do. Includes purpose built trailer with electric winch. New hood lining, reupholstered. Apart from some rust bubbles in the rear door is in very good condition, 12886H club permit. VIC. DIY627118.

03 5831 8282.

\$9,500



CHEVROLET CORVETTE C3

1976, Red. 350 Chev Turbo 350 auto. All the hard work is done, just enjoy. Brand new paint, radiator, power steering, tyres, manifold and Holley carb, exhaust, bushes, shocks, brakes including front calipers, carpets, door trims, seats, rubbers, battery and more.

This car is like brand new, you won't find a better Corvette than this one

USA76. NSW. DIY627413.

0455 253 361.

\$38,000



DODGE DURANGO SUV Wagon

1999, American muscle SUV wagon.
Comes with tow bar, bull bar,
Full leather sports interior,
GPS, reverse camera.
Seats 8 people.
Great condition, rare SUV truck
DOJRAM. VIC. DIY610657.
03 9763 7685.

\$19,500 ONO



SUBARU WRX GF8 Hatch

1997, All components new and never raced. This car
would suit dirt rally and/or track. Too many items to
list

.. VIC. DIY628091.

0400 666 661 .

\$18,000 ONO



MERCEDES-BENZ S350 W221

2007, Immaculate MY08. This car is very well looked
after. It has full service history & is professionally
detailed regularly. These are fully optioned from the
factory as you would expect from an S series. This
beautiful example stands out in a crowd with a
lovely set of aftermarket wheels costing over \$4000
for the wheel & tyre package & will be sold with the
standard set included also, 049VEZ. QLD. DIY627671.

0419 349 600.

\$39,500 ONO



NUMBER PLATES VICTORIAN CUSTOMISED PLATES

Victorian registration plates - can be remanufactured
in your choice of style or colour by RTA - CUSTOM
PLATES for a fee.

COLINW or PETERW or FRANKW or ADAMK or LISS
or LUKY or HERTZ or JETSET or TRAVEL or
RVRENT

Best offer over \$3,000 per pair - except HERTZ (best
offer over \$5,000), TRAVEL or JETSET (best offer
over \$10,000 each) RVRENT (make an offer)

Once you buy one of these you can own them
forever, .. VIC. DIY615709.

03 8781 1199.

\$3,000 Best offer



HOLDEN MONARO HQ

1973, All Original with the original motor
reconditioned in 2014
253 CC, 4 Speed V8

.. QLD. DIY625598.

0419 254 707.

\$80,000 ONO



CHEVROLET BEL AIR

1964, As seen in Unique Cars Magazine Issue 373
March 2015. Australian delivered RHD Bel Air.
Recent professional bare metal restoration back to
factory spec inside & out. Traveled less than 500km
since completion. All parts have been NOS,
refurbished or replaced with OEM parts. Rebuilt &
balanced 283 engine. Factory correct Portsea Blue
metallic paint & Bone interior. Comes with RWC.
This is definitely one for the collector or club
enthusiast

S21924. QLD. DIY622848.

0408 781 841.

\$55,000



HOLDEN BELMONT HG UTE

1970, Unique vehicle in its own right. Tribute HG
GTS Monaro guise in 12204 Indy Orange with
painted black outs. Blown SBC 6/71 Blower Shop
forced induction with cast iron Fullie heads, steel
bottom end, MSD ignition, electric water pump,
TH350 fully auto transmission with 3000rpm stall
convertor, Ford 9" differential with LSD hemisphere
& 3.9:1 ratio. 18X Sandalwood trim

HG25972. WA. DIY623871.

08 9537 8353.

\$40,000



FORD MUSTANG

1967, Known in Australia & US as the Kylie Car!
Rare GTA bench seat convertible. Concourse
condition. RHD. Only 1209 produced. P/steer, a/c,
original radio & clock. Unmarked black trim. Metallic
paint in excellent condition. Factory chrome wheels
with Pirelli white line tyres. Engine is HI-PO 289 CI
V8 small block 271bhp, 3 spd cruise-o-matic. Has
belonged to well known identity. Looks & drives like
new. GTA 670 plates included. Ph Peter, GTA 670.

SA. DIY626726.

0418 322 356.

\$79,850 + on road costs



FORD FALCON XR 8 SPRINT

1993, One owner purchased new from Byrne Ford Brisbane dressed as advertised from the dealership. This is a special production vehicle by Tickford, has had extensive restoration work in the last 2 years, over \$25,000 spent. Motor rebuild, paint, interior, new tyres and wheels in excellent condition.

A classic Aussie in its own right.
Will consider motor bike as part trade

.. QLD. DIY626701.

0417 760 005.

\$21,000 ONO



MERCEDES-BENZ SLK350 MY06 R171 ROADSTER

2006, 6 cylinder multi point fuel injection 3-5lt petrol.

Convertible 2 door 2 seat with 102,887 klm,
SLK-111. QLD. DIY618249.

0417 002 639.

\$35,500 NEG (PRICE REDUCED TO SELL)



HOLDEN COMMODORE

Multiple award winning Show car...

Over \$200,000 spent over the years.

Sound system like no other, DVD, gaming station,
amazing lighting.

Leather interior.

Supercharged 5L V8.

Call me now for details 0412 134 781

PHYSICO. NSW. DIY617853.

02 4422 6666.

\$27,990



DODGE 4 DA STRETCH

1929, 7 passengers. Burgundy & silver in colour,
Burgundy leather interior, Ford 6 cyl dual fuel 4L.
Ford 4 spd auto. WB Statesman front end, WB one
tonner Rear end. 4 Wheel disc brakes. power
steering. a/c. Dual passenger side door entry, Cane
basket on rear for Esky, luggage etc. Registered as
an SCV in Perth.

Also available 1930 Dodge stretch 9 passenger,
straight gas Ford V8, Jag front & rear end.,

DODGF29. WA. DIY614578.

0403 200 220.

\$120,000 ONO



CHEVROLET C10 (81) STEPSIDE SHORTBED PICKUP LHD

New Silver/Pewter Paint, No Rust. No Rattles
350 Chev with a turbo 700R trans, Central locking,
aircon, power brakes, p/steering, elec windows. New
Immaculate Interior, & Refinished woodgrain tub.
Great Chrome. This is a GOOD LOOKING HONEST
TRUCK...REGISTER & CRUISE
Location is Melbourne, 20 mins from Melb Airport.
Pick up and drive away. NO MODS, just lowered on
new rims. Import papers for rego. Vin
1GTEC14F7BZ504450. Price includes GST so save
some \$\$ if you have ABN., .. VIC. DIY628070.

0417 303 785.

\$34,500



FORD MUSTANG MACH 1 COBRA JET

1969, V8 428-4VCJ Ram Jet R Code matching
numbers. Genuine 32,000 miles. Full resto. Borgesen
power steering. Street & track suspension, deluxe
Marty Report, C6 Auto Trans.
Personal No. Plates "69 Horse".
Full history back to 1969.
Built in Dearborn USA on 12.12.68.
All invoices for resto avail.

69 Horse. WA. DIY617669.

0428 286 528.

\$115,000



CHEVROLET IMPALA 62 SS RUST FREE & LHD

62 SS Coupe. Past show car. Laser straight body
with Azure Turquoise paint for a wow! All new
chrome, stainless, interior, rubbers. Perfect glass
with factory tint. Rebuilt 383 stroker & 700 R with
shift kit. P/S, drum brakes, vintage air. New 22"/20"
Intros rims. Stereo with ipod connec. Loads extras
to mention text for more pics or videos of any cars
to: linda@swanwickservices.com.au

Serious buyers only, no trades, .. VIC. DIY628068.

0417 303 785.

\$48,950 Firm



FORD MUSTANG MACH 1

1969, RHD. 3,200kms. 383 stroker Cleveland.
4 x 44m Weber carbs. Custom extractors.
Tremec 5spd, disc brake. 9" rear.
4 spot Baer calipers, big rotors.

17" Simmons.

Whole car rebuilt.

All receipts

VIN: 9RO2M184563. NSW. DIY619281.

0418 280 824.

\$57,000



FORD FALCON XR8

2005, As new condition, premium pack, tinted windows, cross drilled disc brakes, upgraded race suspension, cold air induction, Cappa flash tune, dyno tuned, custom made s/steel exhaust, extractors, brand new updated FGII 18" rims, BF front clip upgrade, 2nd owner. Garaged for last 2 years, SN77WA. WA. DIY622480. 0407 404 407. **\$14,000**



CADILLAC DE VILLE

1965, LHD. Power steering, air con. Comes with original log books. Cream exterior with black vinyl roof. Interior white seats with black inserts, big guns. WA. DIY616597. 0417 978 216. **\$23,000**



SUBARU WRX GF8 Hatch

1997, All components new and never raced. This car would suit dirt rally and/or track. Too many items to list, .. VIC. DIY622280. 0400 666 661. **\$18,000**



FORD MUSTANG Mach 1

1973, Genuine. Delux Marti Report. Matching Nos. Reluctant sale. Real Q-code 351 4V "Cobra Jet". Too much to mention, see internet add, 3F142433. VIC. DIY616339. 0421 320 047. **\$27,000 NEG**



HOLDEN STATESMAN II

1984, Immaculate. Currently unregistered, however only requires minimal maintenance. Same family since new. Always garaged. Perfect for any collector & weddings. Call for info, Nil. QLD. DIY624957. 0419 217 042. **\$15,000**



CHEVROLET CORVETTE C3

1976, Red. 350 Chev Turbo 350 auto. All the hard work is done, just enjoy. This car is like brand new, you won't find a better Corvette than this one., USA76. NSW. DIY625869. 0455 253 361. **\$38,000**



NISSAN 300ZX Fairchild

1991, A true love letter to the 90's super car. Seriously, this is a road legal weapon. Would you like a completed, registered and road worthied super car with 500bhp, in which everything works beautifully?, ZYC474. VIC. DIY624668. 0437 858 339. **\$21,000 ONO**



HOLDEN OVERLANDER WANTED

4x4 Any Condition or Parts, Diffs, Transfer Box etc. **MUST BE Genuine Hayward Overlander Items, .. QLD. DIY621348. 0439 760 300. POA**



CHEVROLET CORVETTE C5

2001, Show-winner, excellent condition, 6sp manual, unmodified, near new tyres, heads-up display, \$3k extras, CD changer, Performax conversion, Judged best C5 @ National Corvette Convention April 2015, YKC49Z. ACT. DIY572807. 0404 289 167.

\$61,000



TOYOTA MR2 SW 20

1998, MR2 Great track car c/w car trailer. Fully CAMS approved roll cage. Sparcer Racing seat. 5 Point harness. 2000 twin cam 16 turbo. Semi Slick tyres. Modified brakes & suspension, Unregistered. NSW. DIY619293. 0414 600 624.

\$7,500



CADILLAC ELDORADO BIARRITZ

1977, Triple BLACK. LHD 2 owners. Excellent condition. Very reliable. Very rare combination with sunroof. All original, never painted, interior is like new, optional leather cushions. Runs very well, rides smooth, reliable. Cruise & climate work perfect, new tyres & brakes fully serviced, 6L47S7Q165612. QLD. DIY605477. 0415 443 432.

\$32,500



FORD V8 Special Sports Ferrari style *WANTED*

1960, We want to find & buy back this car made by our family member. Replica Ferrari 250 TestaRosa built late 1950's in Adelaide, with Ford Mercury parts, panels & Ford flathead V8. Last seen in Brisbane region in the last decade. Call Michael, SA12345. SA. DIY442107. 0414 631 333.

POA **WANTED**



CADILLAC ELDORADO

1970, 2 owners, all original, 38,000 miles. All original, too good to restore, interior is perfect, comfortable to cruise. Very reliable. New hoses, belts, brakes, starter motor, exhaust & tyres, H0289920. QLD. DIY605475. 0415 443 432.

\$21,500



JAGUAR X TYPE LE

2008, 2.2lt diesel. A truly beautiful car to own and to drive - pure affordable luxury, 240VKD. QLD. DIY603086. 0427 615 738.

\$25,000

Buying Hints & Tips

- Check the price – if it's too good to be true, it probably is
- Check the phone number
- Talk directly with the seller (not an answering machine)
- Be wary if a seller asks you to transfer funds overseas or interstate using a service like Western Union for example (this is a common fraudulent practice)
- Avoid communicating only by email and NEVER send your personal details to an untrusted email address (Bauer Trader Media does not publish email addresses)
- TRUST YOUR INSTINCTS – At the first suspicion, re-assess

**If in doubt, report a suspicious ad to our
Customer Care team by calling**

1300 362 272





HSV SENATOR VR

1994, 158,000kms. Completely original. In storage 10 years. Suit collector, HSV 566. VIC. DIY627465. 0407 456 622. **\$10,900 ONO**



FORD MUSTANG

1966, Convertible. Electric soft top in excellent condition. Air conditioning, power steering, factory mags, CRA4IE. NSW. DIY570851. 0414 553 854. **\$39,000 ONO**



TOYOTA MR2 SW20

1990, 159,000kms. Pristine, unrestored, original. Seats re-trimmed. A/c overhauled. Security system. 17" mags with good tyres. Service records from new, GTC MR2. SA. DIY627417. 0417 846 894. **\$10,000 ONO**



PONTIAC FIREBIRD

1967, *Restoration Car*- Fitted with a 400 V8 motor (transplanted from the original 326 motor) No restoration work has been done since taking possession of the vehicle. New rubber seals & window wiper kits as shown in photos. Clean body work & paint, low mileage & well looked after & unique all-round American Muscle Car, .. WA. DIY606870. 0408 093 812. **\$15,000 ONO**



CHEVROLET 1939 COUPE

Ready to make into an awesome Hot Rod!! .. WA. DIY621282. 0412 692 095. **\$40,000**



FORD FAIRLANE ZJ Sportsman

1979, One of the best all original 302 V8 Fairlane's available. Father owned for 31 years. Garaged. Purchased from Yorke Motors Adelaide, delivered new by Adrien Brian Ford Adelaide, XDK 307. SA. DIY628085. 0447 567 678. **\$8,500 ONO**



FORD F100

1965, Ranger Custom Cab (LHD). Exceptional condition, reconditioned 351W, auto, power steering. NSW reg till Feb 2016, very unique truck with history, 00724 (NT). NSW. DIY619832. 0422 799 302. **\$39,995 INC GST**



ALFA ROMEO GTV 2000

1973, Veloce 1973 model silver very original condition, 5 speed Chass AR2412299 no rego no RWC awesome car to drive and collector, .. VIC. DIY627986. 0411 159 313. **\$24,800**



MERCEDES-BENZ L319 UTE

1962, One of its kind. In very good and running condition. Keys + barrel + indicators, cluster meters. Full Mercedes Documentation. Floor carpets all original and working., .. VIC. DIY628100. \$44,450
0404 409 603.



MERCEDES-BENZ 450SEL

1979, This 2 owner Benz needs to be seen to be believed. Well maintained and with absolutely no rust this luxury saloon is great buying. Genuine 132,000 kms. Full log books and service history. Fitted with factory sunroof AMG sports wheels and Perelli tyres and much more, 11603322077233. NSW. DIY610584. 0419 241 333. \$9,990



NUMBER PLATES PORSCHE

Porsche Number Plate - 911 991 - QLD Prestige Plate. The perfect number plate for the brilliant new 911 series 991. Phone or text Dale your enquiry, -. QLD. DIY619633. 0409 080 157. \$6,990



NUMBER PLATES HSV

HSVA plates for sale. Offers over \$5,000 considered, .. VIC. DIY615775. 0412 840 027. \$5,000

Sell your Unique car!

List your ad once and we'll publish it for you **online** and in **print**.



Visit **tradeuniquecars.com.au/sell**
or call **1300 362 272**



FPV PURSUIT BA UTE

2003, Build No 257. Stunning red with black leather interior. Cruise control, a/c. 6 stack in-dash DVD player. Low mileage. In immaculate condition, 498VKT. QLD. DIY622680. 0419 698 251.

\$19,750



HONDA PRELUDE

March '89. 183,253kms. Collectable, AF 01 PU. NSW. DIY625599. 02 4955 5663.

\$2,000 Or best offer over



GMC PICKUP TRAY

1952, Ground up restoration by local panel shop. Engine, gearbox, diff, steering, suspension, electrical and interior all rebuilt and renewed, BJ48XO. NSW. DIY622349. 0400 407 442.

\$27,500



NISSAN GT-R R32

1991, Australian delivered new Oct 1991. No 14 or 100 brought in by Nissan. Meticulously maintained. Only 144,442kms on the clock, 322GTR. QLD. DIY621584. 0414 645 755.

\$35,000



FORD TORINO Convertible Factory 429CJ

1971, With T-bar auto. Factory Ford Big Block! Visibility group, laser stripe. Tinted glass, power steering, power brakes & power windows, Magnum 500 wheels & power top in white, TOP-429. NSW. DIY622057. 0437 220 261.

\$55,000 ONO



CHEVROLET CHEVELLE

Complete ground up restoration recently completed. 396 high performance L78 big block factory option in 1970. 4spd Muncie M22 g/box. P/steer, tilt steering wheel. Complete new interior, Clubreg. VIC. DIY624185. 0412 337 730.

\$56,000



PLYMOUTH FURY B

1964, Convertible. Right hand drive. Have owned vehicle for over 10 years during which time it has been painted, re-trimmed, hood replaced & other little things. Car is rust free, near new tyres, BP36KY. NSW. DIY625835. 0418 299 955.

\$28,000



PONTIAC GRAND PRIX Model J

1970, Granada Gold. Interior is like new, it's all original. Bucket seats, console. P/steering, power disc brakes (all new front & rear). A/c. New whitewall tyres. Ultra cool. The car needs nothing and is ready for it all, 0359419XH. NSW. DIY624161. 0499 199 299.

\$19,900



MERCEDES-BENZ 220

1958, Hydraz transmission in very good condition. Car drives exceptionally well & is capable of travelling long distances in comfort and style. Priced to sell well below market, 37780H. NSW. DIY623400. 02 6367 3031 . **\$13,000**



MAZDA RX7 SERIES 2

1981, 12a rotary. Always garaged/maintained. 2 lady owners, no rust. Historical Rego 3-2016. Completely original, regretful sale. My pride, my joy, my toy, .. NSW. DIY627219. 0404 060 905. **\$12,000**



HOLDEN HX 50th Anniversary

1976, Kingswood. Rare only 500 made. Daily driver or good project car. Call for more detail, IHX050. VIC. DIY621315. 0439 396 697. **\$10,000**



FORD FAIRMONT XY GT

1971, Auto C4. Ignition electronic. 351 Clevo. 100% LPG. 2" stainless exhaust. 9" LSD discs all round. 12 slotters. K code p/steer. Bronze wine duco, S20888. QLD. DIY621468. 0417 457 301. **\$60,000**



NUMBER PLATES GT 351

Black & White NSW number plates. Serious significant interest only considered to discuss value of these plates & how they might be transferred, GT351. NSW. DIY625580. 0408 223 655. **\$100,000**



NUMBER PLATES PORSCHE

- QLD Prestige Plates. 911 4S and also A 911 S... 2X excellent Porsche 911 S model plates now for sale @ \$4,990 each. Phone or text Dale with your enquiry, .. QLD. DIY619635. 0409 080 157. **\$4,990**



NUMBER PLATES PORSCHE

Porsche Number plate - A TARGA - QLD Prestige Plate. This unique plate now for sale - phone or text Dale your enquiry, .. QLD. DIY619632. 0409 080 157. **\$6,990**



NUMBER PLATES PORSCHE

Porsche Number Plate - Porsche 911 celebrates 50 years - ultimate plate for the Anniversary Edition 911 50 or any classic Porsche 911. Phone or text Dale your enquiry, ... QLD. DIY619634. 0409 080 157. **\$4,990**



DODGE RAM 3500 Laramie SLT 2001, 4X4. Rear dual wheels. Cummins 24 valve turbo diesel. Side steps, super cab with suicide doors, tub liner. Immaculate condition inside and out. App transferable 3 year Aust wide warranty, 1CS5CY. VIC. DIY621490. 0418 313 482. **\$50,000**



DATSUN 280ZX 1984, 226,000kms. Original Targa roof. Red interior. Auto, electric windows, power steering. No reg. Ph Igor, HGS130251375. VIC. DIY292141. 0410 459 579. **\$3,000**



NISSAN SKYLINE DR30 1984, RSX Turbo C, Titanium coloured. Original, pristine condition, genuine 115k. Manual, cruise, all electric, inter cooled, adjustable susp. Alloys, factory body kit, S/S muffler. An unbelievable drive, FG4890. TAS. DIY261185. 03 6343 1423. 0409 187 211. **\$15,000 Firm**



FORD F250 XLT 2004, Super cab with suicide doors. No off road or accidents. V8 petrol, automatic. High quality tray in excellent condition. 4 top quality alloy tool boxes optional & alloy bar with spotlights available. App transferable 3 year Aust wide warranty, .. VIC. DIY621494. 0418 313 482. **\$40,000**



MITSUBISHI LANCER MR 1999, Price drop of \$7,000. Hot4s cover car Issue 97. One of a kind. Top 10 finalist in '03 Autosalon & Meguairs Showcar Superstars. t/charged, 18" wheels marble red, dual 12" Orion, boot fitout, body kit, 904 HPW. QLD. DIY150285. 0427 612 550. **\$13,988**



NISSAN SKYLINE R32-GTR 1991, Genuine Australian Bathurst Homologation Special. New engine, clutch brakes. Good condition, drives exceptionally well, 249,000km, spares available. Collector's car. Genuine sale. Make offer, GTR 091. WA. DIY287960. 0429 681 100. **\$33,500 ONO**



FORD FALCON XR6 FG PURSUIT 2010, Viper purple. ARB canopy. Immaculate condition inside and out. Mechanicals, body and trim in excellent order. App transferable 3 year Aust wide warranty, X0B908. VIC. DIY621442. 0418 313 482. **\$18,000**



DATSUN 260Z 2-seater coupe, 5spd manual with 16" mag wheels. Engine & gearbox rebuilt. Rust repaired & overall mechanically excellent, body very good. Dash re-skinned, sports steering wheel, currently registered, DIY317255. NSW. DIY317255. 0416 025 214. 02 4776 1258. **\$12,500**



DATSUN 2000 Very rare & desired model. Original paint, no rust, FJ20 2ltr twin cam injected turbo motor fitted with 5spd and custom alloy fuel tank, intercooler, radiator & dash panel. Red interior with period Saas seat & harness. Club Registration, SR311- 000xxx. NSW. DIY317313. 0416 025 214. 02 4776 1258. **\$17,500 WILL CONSIDER TRADE**



TOYOTA 700 1965 automatic. Recently resprayed. I am the second owner and there is bookwork from new. 62,979 miles, DIY317258. NSW. DIY317258. 0416 025 214. 02 4776 1258. **\$5,000**



DATSUN 260Z 1975, 2 seater, 5spd manual, L28 engine fitted & original engine supplied, excellent condition, in original colour blue, goes very well. Club registration only, can arrange blue slip. Very straight body & no rust, other cars available, DIY317248. NSW. DIY317248. 0416 025 214. 02 4776 1258. **\$18,000**



BMW 850i 1992, Black interior. A/c, p/s, airbag, 17" BBS rims, CD player, tinted windows. Always garaged & rarely driven, beautiful car to drive. Low kms, exc cond, 621 KUI. QLD. DIY225723. 0408 215 072. 0407 724 410. **\$22,000**



TOYOTA CROWN ROYAL SALOON 1985, 2.8, 6 cylinder. Tinted windows. Alarm, OR521. NSW. DIY371696. 0418 764 736. **\$5,500**



CHEVROLET CORVETTE 1974, This car has been a show car in the USA. Lots of chrome including the drive shafts. 2D COUPE. 350 CIs, 8 cyl. 4spd man, left hand drive. Alarm system. 12 months Vic rego. The car has air con but it does need re gassing, XEL 471. VIC. DIY367478. 03 5134 1616. 0438 594 760. **\$26,000 ONO**



BUICK SKYLARK 1970, WANTED: Buick 1969-1972 Skylark / GS coupe or convertible, RHD or LHD, any condition. Price negotiable on condition, .. VIC. DIY293420. 0439 700 700. **\$5,000**



TRIUMPH DOLOMITE Sprint Broadspeed 1974, Ex-Hodson Group C Race car. Documented history. CAMS log book. Current owner for 32 years. Used regularly until 2010. Recent paint & engine overhaul. Comes with spares incl 3 sets of wheels. Little work required to comply with historic Group C regulations, 3443. NSW. DIY376595. 02 9727 0458. **\$45,000 ONO**



HOLDEN STATESMAN 1975. Lady owner since 1980. Good cond. Rust free, 111,160kms, YPH 558. NSW. DIY377827. 02 6732 2719. **\$12,500**



HOLDEN COMMODORE What a ride, P plate friendly with V6 power, all new custom 2 tone paint \$4,000, suspension \$900, new exhaust \$500, American Leeda 20" wheels cost \$3,900, dark tint \$380. All the extras of an S, cold air, traction control, reg & RWC, 106GXH. QLD. DIY353543. 0402 413 631. **\$15,999**



BMW M6 2006, Priced to sell. Stunning car, immaculate condition. Contact me with any questions or to arrange a viewing/test drive, ZUB 488. VIC. DIY616771. 0431 915 858. **\$65,500 ONO**



FORD F100 1979, Original rust free longbed truck. 2 owners. 243k original km. Dual fuel 351C rebuilt heads gas. Matching numbers. Great condition., AKZ 420. VIC. DIY627562. 0410 568 016. **\$13,900**



HSV SV5000 VN 1989, Fully optioned. Full leather, sunroof. Excellent condition throughout. Log books. Low kms. Original motor, box diff & big brakes. Rare & collectable. Sydney, VE585531. NSW. DIY463108. 0410 728 096. **\$23,000**



HOLDEN MONARO CV8 V2 2001, blue leather trim, low KMs. No accidents. Body, trim and mechanicals in excellent order. App transferable 3 year Aust wide warranty., Nil. VIC. DIY621430. 0418 313 482. **\$17,000**



HOLDEN UTE This is the best S pack Storm ute for sale. Goes hard, P plate legal & has all the upgrade options. Custom 2 tone paint. Alba demon 22" wheels \$3,400 custom suspension \$800 custom exhaust dump pipe \$500. Comes with full RWC & 6 months rego. Cold a/c, mech A1, full service records, 6G1YK42A73L127417. QLD. DIY353539. 0402 413 631. **\$18,999**



MINI COOPER S 2006, Automatic. Old English white, low KMs, charcoal leather trim. Lady owner, no accidents. All S model features. Body, trim and mechanicals in excellent order. App transferable 3 year Aust wide warranty., nil. VIC. DIY614322. 0418 313 482. **\$17,000**



VOLKSWAGEN GOLF FSI 2006, Manual, one lady owner, low KMs, excellent condition all round. App transferable 3 year Aust wide warranty, ZOR617. VIC. DIY621434. 0418 313 482. **\$9,000**



FORD ZEPHYR MK3 1965, V8 302 Windsor. Engine built to '67 XR GT spec. Twin exhaust with a great note, 5 speed Supra manual 8 3/4 inch diff. & electronic ignition. Disk front brakes & drum rear. Genuine Dragway mags, ZEPH65. VIC. DIY627949. 0438 839 273. **\$20,000**



BMW X5 2002, 6cyl, automatic, grey leather trim. Low KMs, satellite navigation, TV, electric sunroof. No off-road or accidents. Body, trim and mechanicals in excellent order. App transferable 3 year Aust wide warranty., -. VIC. DIY614323. 0418 313 482. **\$11,000**



FORD FALCON Multiple GT Nationals unrestored class trophy winner, 39,000 miles, 3rd owner. Grecian Gold on Black upholstery. Orig & exc cond, bare metal respray in 2004. Orig spare tyre, boot mat, carpets, all interior upholstery. Ford Motor co letter, all orig components & numbers. Personalised plates, Nationals trophies, & some genuine GT spares may be sold with the car, GTF 70. QLD. DIY371979. 0418 89 5857. 07 4954 0616. **\$165,000**

UNKNOWN TOWING MIRRORS

Witco towing Western type mirrors.
Model No. XW18402D.
For 1969 ZC Ford Fairlane 500 sedan, Super fringe deluxe push button radio, .. QLD. DIY282519.
07 4939 6162. 0404 602 144.
POA



SET OF 4 MAG WHEELS HOLDEN COMMODORE From 94 Holden Executive Commodore, matching hub caps. Phone after 8pm, -. VIC. DIY372074. 03 9570 1222. **\$250 For the Set**



HOLDEN HK GTS MONARO 1968, Mild 350 Chev, turbo 350 auto and 9 inch diff, YFW07V. ACT. DIY622746. 0417 679 324. **\$70,000**



HOLDEN CALAIS VL 1987, Car is freshly tuned by Chiptorque on the Gold Coast. Was in Street Machine magazine. One of a kind wagon with custom paint, interior, & chunk fully worked 308 motor, 2 speed powerglide. Car needs to be seen & heard to be appreciated, .. QLD. DIY371127. 0415 818 165. 0424 887 409. **\$17,000**



HOLDEN FX 1953, Original condition 48-215. Recently serviced and running very well. Grill re-chromed 5 years ago. Comes with spare dif, drivers door, steering column & other assorted parts, 06765H. VIC. DIY624958. 0414 383 415. **\$18,000**



FORD FALCON XR6 2005, Factory XR6 with '07 LPG. Leather interior, 12 month rego, Tow bar. Well looked after car, just serviced. Ph 0430 637 433, CV204Q. NSW. DIY622426. 02 4845 1078. **\$5,500 ONO**



FORD FAIRLANE ZJ Sportsman 1979, One of the best all original 302 V8 Fairlane's available. Father owned for 31 years. Ggaraged. Purchased from Yorke Motors Adelaide, delivered new by Adrien Brian Ford Adelaide, XDK 307. SA. DIY621858. 0447 567 678. **\$8,500**



JAGUAR XJ6 Sovereign 1984, Regretably selling my Jaguar. I inherited the Jag 7 years ago. During this time I have only driven approx 1,000kms per year. In very good condition, drives beautifully, CJP502. VIC. DIY624741. 0418 649 846. **\$9,950**



FORD FALCON XT 2004, Tickford enhanced by Ford to run on LPG. IRS. Aircon, 12 mths rego. Regularly serviced. Ph 0430 637 433, bx86cn. NSW. DIY622424. 02 4845 1078. **\$3,800 ONO**



CADILLAC DEVILLE 1989, Limousine. Converted to right hand drive. RWC & 10mth rego. Full compliance. New tyres and shockers. A/C, dual fuel. VGC. Ready for work, 699195216. VIC. DIY625828. 0432 059 067. **\$19,000**



FORD FAIRMONT XC 1976, 220,000kms. New 351 Cleveland. Rust cut out. New 2 pack paint. New windscreen, complete new rubber kit. New front end components, new twin exhaust. C4 auto serviced T-bar & lots more, 5H34ST33865C. QLD. DIY624684. 0487 173 250. **\$28,500 ONO**



VOLKSWAGEN KOMBI Type 2 1974, Collectable Kombi Transporter. 4 seater. Original paint work. Reconditioned engine. Drives well. New battery. Good camping vehicle, XAG 696. VIC. DIY622420. 0439 993 058. **\$15,000**



FORD MUSTANG 1966, Convertible (San Jose). New soft top, power disc brakes and steering, factory mags (15 inch). Fresh 2 pac, black interior in excellent condition. Alarm, Alpine stereo with b/tooth & USB. Immaculate car, 662TQU. QLD. DIY625810. 0422 007 375. **\$45,000**



MGB GT 1976, Registered to April 2016. 4 speed + electric overdrive, cruise control, Air con. Webasto roof, fog lights, MGB76G. NSW. DIY624237. 0419 409 762. **\$15,000**



HOLDEN FJ Ute 1952, Unfinished project. LT 5 Corvette motor, 6 speed gear box, shortened 9" diff. 15" solid Billet rear wheels. Mitsubishi torsion bar front end. 4 wheel disc brakes. Custom 3 inch exhausts. Fibreglass tilt front, doors & tail gate, numbers & grill. Alloy pulleys for motor, None. NSW. DIY622294. 0429 033 833. **\$25,000**



ALFA ROMEO GTV 1986, VG condition. New clutch. Original workshop manual. Black leather interior. No rust. 51,000kms, UVI 827. NSW. DIY625764. 0407 530 948. **\$5,000**



HUDSON TERRAPLANE Sedan 1936, Very rare sought after vintage sedan in original condition. Always garaged & needs little work for full restoration. Will sell for over \$35,000 once restored. Only serious buyers please, Not registered. QLD. DIY624142. 0427 001 340. **\$12,000**



HOLDEN KINGSWOOD HZ 1978, Looking for a truly exceptional Kingswood? This is no restoration job, but an amazingly well maintained vehicle that's made it through the decades unscathed. It even comes with the original green on white Victorian license plates included in the sale price, AIY-563. VIC. DIY623908. 03 9569 4521. **\$17,990**



HOLDEN CREWMAN 2005 VZ endless modifications inside & out. Custom 2 tone pearl paint \$5,000. HSV body kit, 22" wheels, custom suspension. Sports exhaust. Heaps more. Serviced regularly. This unique cruiser must be seen to truly be appreciated. Will not disappoint. P plate legal, 077HKP. QLD. DIY372165. 0402 413 631. **\$14,999**



FORD COUPE LIMITED EDITION 1989, V6 P Plater friendly, real road appeal. Rego Aug 2012. RHD, auto A/C P/S E/S electric seat belts, P/W, velour seats, burgundy, overall in very good condition, 75,000 miles, ZKV662. NSW. DIY335086. 02 6555 8510. 0488 872 787. **\$8,500 ONO**



CHEVROLET CAMARO SS CLONE 1967, Plenty of \$\$ been spent here. Alloy headed 350 SBC with T350 auto and 10 bolt rear. Drives great, 350 TVP. QLD. DIY623092. 0407 739 332. **\$31,000**



FORD FALCON FUTURA 1965, Factory convertible, LHD, sound body, good mech. Easy restoration or drive as is. 289 V8. C4 auto, 8" diff, 5H15C123171. NSW. DIY188115. 0407 922 273. **\$18,000 ONO**



DODGE CHALLENGER Rallye 1972, Stunning paint, NO RUST. Fresh 416 Stroker, Dyno 435hp. 10:1 JE forged pistons, Edelbrock Performer heads. Hughes Roller Rockers, Holley, MSD. QLD REGO, E55. QLD. DIY301041. 0438 206 417. **\$58,000**



FORD FAIRLANE 500 ZD 1971, Sedan 351 4v V8 Auto full restoration. P/steer, tinted windows. 12 slots. Only been on the road for 3 years, sik 71. QLD. DIY622755. 07 5494 3309. **\$23,500**



FPV GT 1 2004, Full service history, major logbook service just completed. Rego July 2015. Always garaged, country car. Premium leather/sound. Seq shift 4spd, auto, 2 new tyres. Excellent cond. 170k highway kms. Reluctant sale. Goulburn area, AQS 24V. NSW. DIY306267. 02 4840 6123. 0416 020 721. **\$28,500 ONO**



HOLDEN MONARO CV8Z 2006, 5.7L, 6spd manual. A/C, alloys, c/l, airbags, electrics, spoiler. ABS, stereo, alarm, s/roof, cruise control, p/s. Car not driven, in storage. Cover on. 48 delivery kms. No private numbers answered, TZL 696. VIC. DIY149258. 0425 762 315. **\$65,500 ONO**



FORD MUSTANG FAST BACK 1970, Genuine R code 428. Great mild restoration car. Best priced R code in the country, 0F05R146604. VIC. DIY335286. 0400 579 424. **\$29,900 ONO**



FORD FAIRMONT XY GT REPLICA, 600 + hp Windsor (full roller engine), 2x Power-Glide, manualised, transbrake, 35x spline, Mark Williams 9x inch, (bullet proof running gear), 4x inch exhaust, straight through, custom plate: 351W, 12x months NSW registration, 351W. NSW. DIY337241. 0431 606 331. 02 9756 2662. **\$38,500**



HOLDEN COMMODORE VY II SS 2003, RARE 1 of 250 Commodore panel van, (NOTE: Out of those 250 only 125 were V8 & only half of those had the leather interior) Therefore this is 1 of only 75. This unique head turning vehicle has the following 5.7L V8, Holden By Design custom f/glass panel van canopy w/HBD comp plate Built No. 41225. Good condition. Not incl personalised plates, 63 PAK. QLD. DIY347493. 0413 712 551. **\$25,000 FIRM**



FORD MUSTANG K Code Coupe 1966, 289/271 Hi Po K Code Black with black interior, 4 spd top loader, Hurst quick change shift, 9" diff, Grant steering wheel, Cragar Keystone chrome rims, USA 66 radio, 33741H. NSW. DIY348877. 0478 088 092. **\$32,000 ONO**



FORD MUSTANG 1965, Custom Plates. REDLINEIT. Red on white polycarbonate, WJN838. VIC. DIY353004. 03 5974 4076. 0408 645 079. **\$28,000**



HSV SV5000 1990, Aussie 5.0lt 200kw. Build #291 of 359. 1700, LSD. Sounds very tough and at only 1300kg makes this a very quick and very collectable early model HSV, SV5291. NSW. DIY286075. 0456 356 416. **\$26,000**



FORD FALCON XD 1979, GL. 151,000kms. Air conditioning. One owner, very good condition. Registered. Best time after 5pm. Ring me to discuss further, BMA 481. NSW. DIY504394. 02 6341 3743. **\$7,250 ONO**



FORD MUSTANG Convertible 1967, restored, dry Californian car, 289 V8 auto, power top, power assisted brakes. Lowered, dual exhaust, deluxe hood, export brace, Monte Carlo bar. New top. Runs and drives well, 7F03C231289. VIC. DIY197536. 03 5422 2703. 03 5422 1278. **\$42,000 ONO**



HSV SV 99 VT 1999, One of only 99 built, this is build 81. This car is in immaculate condition. Very rare car & one for the collectors. 2nd owner, low kms at 73,000. This car will not disappoint, first to see will buy, SV0081. VIC. DIY606274. 0416 071 577. **\$34,000 ONO**



HOLDEN HSV COMMODORE 1997, Leather, factory alarm, a/c & p/ steer. Climate control, all electrics. New tyres, airbags, ABS, CD. All luxury features/options. Good Reg. (Exchange (may pay extra) for caravan, 4x4 or ute), TBI 301. VIC. DIY606825. 03 9796 8789. **\$6,550**



TOYOTA SOARER GTL 1993, Black, grey cloth interior, woodgrain inlay. December reg. Aftermarket mags, climate control, CD, pwr windows & mirrors. With 120kms. Drives well, XLN 058. VIC. DIY197328. 0415 680 920. 03 9716 3510. **\$4,999**



HOLDEN UTE 1998, custom VS showcar, built to cruise or show. P plate legal, nothing to spend. New leather interior, exhaust, lowered, strong motor. VE hardlid. Big stereo with DVD. This is the best, 43SUM. QLD. DIY294497. 0402 413 631. **\$14,990**



PORSCHE 356 Wanting a Porsche 356 in any condition. I'm 28 and am after my dream car. Will travel anywhere. Please no wide bodies, .. VIC. DIY626543. 0428 126 579. **POA**



HOLDEN COMMODORE VY SS UTE 2003, Supercharged, full Harrop hardware, blower, brakes, diff, alloy radiator. HSV interior, race auto, TCI converter. Professionally built, 10 second car. 385RWKW, intercooled forged engine, heaps more, YOP 454. VIC. DIY384245. 03 9761 0032. **\$28,000**



HOLDEN STATESMAN 1973, 58,000kms. Vinyl roof, tinted windows, cruise control, aircon. 6 CD stacker, spot lights, tow bar. Recent service, new tyres & suspension, original rims & hub caps. Car as new, DHQ872705. WA. DIY386625. 0439 028 240. **\$26,000 ONO**



PORSCHE 944 1983, Very nice car has to be seen to appreciate. All rebuild work carried out to the highest standard. No expense spared. Waiting on a few small things to complete. Far too much work carried out to list. All receipts are available & work has a full guarantee. Please call Eric to arrange viewing, bu10tu. NSW. DIY626014. 0400 398 819. **\$25,990**



NASH SEDAN 600 1949, 350 V8 /350 auto. P/steering. RHD. Ford 8" diff. Renewed & restored seats, carpets & head lining. Very solid body with mostly original paint. Totally reliable, drives smoothly, KPC 410. NSW. DIY615651. 0418 482 580. **\$24,900**



HOLDEN PREMIER Station 1976, 260,000kms. Auto, cruise control, aircon, heavy duty radiator, tow bar, spotlights, mud flaps. Recent service, new tyres, original rims & hub caps. 9.5/10 condition throughout, BHJ59020A. WA. DIY386626. 0439 028 240. **\$25,000 ONO**



FORD T-BUCKET 1923, NSW & VIC engineered. 302 Windsor auto. Jag ind rear end E type. Street rod reg, 1447 SR. VIC. DIY625895. 0433 457 232. **\$20,000 ONO**



VOLKSWAGEN KOMBI MICROBUS 1974, Deluxe. New Mercedes vinyl upholstery. Original style Berberby curtains. Very original throughout. Powerful & reliable 1800cc motor & 4spd manual trans. Extra middle seat, CRA23C. NSW. DIY612713. 0418 482 580. **\$22,500 Price Reduction**



RENAULT 12 GL 1975, 1650cc EFI, 5 speed, 4 discs brake. H/duty springs. Running cond. Mags. Qld plates UTE 12. Body needs tidying, mechanically in good cond. Project never finished, Not registered. QLD. DIY341395. 0409 813 872. 07 3399 6705. **\$4,500 ONO**



FORD FAIRLANE GHIA STRETCH LIMOUSINE 2004, Immaculate condition, Super Stretch for 10 passengers (including driver), low kms, 3 DVD screens, 2 bars, sunroof, mirror roof, fully serviced, contact Garry, HCC-737. NSW. DIY315713. 0409 240 900. **\$60,000 ONO**



LINCOLN LIMOUSINE STRETCH 1997, Da Bryan, 10 seat super stretch limo 250,000km. Sunroof bar CD/TV/DVD, all electric. Hollywood Limo. Retiring, Reduced from \$58,000, LIM00Z. NSW. DIY283060. 0400 048 888. **\$31,800 INC GST**



HOLDEN FJ SPECIAL 1953, Classic Ozzy original. Partial restore reg in WA "FJ 186". Rust free after being renovated by Perth's top car restorer. Spent 20K + needs minor work on 1 door & refit interior. 186 (red) motor, front disc brakes & 3spd floor shift, FJ186. WA. DIY269454. 0407 386 399. **\$18,000 ONO**



CHEVROLET CORVETTE 2006, 7 litre. Mint condition with spare tyres. Only 200 in this colour. GPS, a/c, electric seat. Immaculate vehicle. In Brisbane, DIY389690. QLD. DIY389690. 0419 705 928. **\$115,000 ONO**



FORD UTE XM 1964, Good goer. No smoke or rattles, all original, Very easy restoration, some spares. At Gulgong. Phone 0423 915 585, JG40EJ11216. NSW. DIY588107. 02 6374 1816. **\$5,500 ONO**



FORD SIERRA 1 of 5 Built by Graham Goode for the British Touring Car Championship, this was Graham's own car for 1988, then run by Goode Racing in '89 for Sean Walker & Damon Hill - '96 F1 World Champion, DIY386563. QLD. DIY386563. 0407 355 350. **\$139,000**



AUSTIN SHEERLINE 125 1948, 2 complete cars. 4ltr manual, RWD, good cond, competition to the Rolls Royce, only 800 of this type were ever built, bought about 1 year ago to rebuild. Located in Kenhurst, HB 988. NSW. DIY339584. 0408 446 011. **\$8,000 For both ONO**



BUICK LE SABRE 455 COUPE 1970, Rare fact 455V8 auto, LHD, 100% original rustfree California car. PS PB AC, elec seat, rallies, nice interior, paint faded, drives as new. Awesome, big powerful cruiser, 464370C102719. VIC. DIY621414. 0403 850 554. **\$12,500 ONO**



FPV GT 2004, BA GT Herrod Motorsport badged 24,500kms, always garaged by collector. Excellent condition, suede interior, 5 speed, XAM 717. SA. DIY286367. 0407 972 829. 08 8632 2446. **\$33,500**



JENSEN INTERCEPTOR MK III 1975, 2 owner original California Car. 52,000 original miles. Black exterior, tan interior & top. No rust. Very good original condition. Car is in Los Angeles - Can assist with shipping. Call David 0412 175 258, 503TBD. VIC. DIY349307. 03 8643 9970. **USD 38,000 Convertible**



CHEVROLET IMPALA BUBBLETOP COUPE 1960, LHD. Dry California body, good floors. All parts to complete. Also available new original red/white interior kit. Will negotiate package deal, must sell, 01837L200521. VIC. DIY306069. 0418 503 027. **\$13,500 ONO**



CHEVROLET CAPRICE Classic 1975, collectable. Currently used for weddings & celebrities. 2 owners since new interior new roof which includes rear glass window. Genuine wire wheels, A/C, P/S, leather trim, ALR001. VIC. DIY201591. 0413 017 733. 1300 735 745. **\$40,000 ONO**



FORD LIMOUSINE 1995, 5lt V8, VGC, fully restored, spent thousands on car, including reasonable new engine, sunroof, bar, mirrors, table, TV/DVD. Retiring, must sell, HC4316. NSW. DIY283057. 0400 048 888. **\$12,800 Ex GST ONO**



HOLDEN STATESMAN 1991, Imperial Blue. Excellent condition, new mags and tyres. Fresh paint. HSV chipped, lowered. 12mths Vic Reg, have spent over \$7,000 on car. Including original Statesman mags & tyres. Will impress, WBX 402. NSW. DIY283814. 0435 248 538. **\$5,000 ONO**

HOLDEN EH
SALVAGE - Great project or for spares. Was immac prior, Premi Sedan, 179 to 192, triples, Yella Terra race, scratch plates, oil light, rare SMITH GAUGES, F/E dmg, RHS rear dmg, heaps extras, 399DYG. QLD. DIY335089. 0468 373 645.
\$6,000 EH PREMIER - FULL CAR



CHEVROLET SUBURBAN GEN 3 COMPLIED 2010 2008, Fully optioned Chevy lifted 4WD truck with too many new parts to list., BMI26Q. NSW. DIY206838. 0419 041 949. 02 9541 1828. **\$27,900 ONO**



NISSAN SKYLINE GTR R32 1000HP 1994, Fully forged engine HKS T51R big cams. 3 fuel pumps, surge tank. Built 4 spd auto with hi stall & trans brake. Genuine 9 second car. Big dollars spent, GTR032. SA. DIY344195. 0404 460 351. **\$49,000**



HOLDEN HDT AERO No.24 of 78. Genuine V8 auto, full power options & leather trim. Excellent original cond. Original wheels. Also have a similar genuine V6 HDT Aero #49 if you have P plates or want a economical ride. Sydney, AER024. NSW. DIY159565. 0410 728 096. **\$22,000 ONO**



DODGE CHALLENGER CH 2009, Compliant 2013. Awesome modern muscle car with all the extras. Awesome car to drive. Converted to RHD, price incl conversion & engineer's report. Ready for RWC/regio in any state. Call for enquiries, 9H502226. NSW. DIY295079. 0419 041 949. **\$85,000 ONO**



CHEVROLET IMPALA 1964, 350 with twin Edelbrock carbs, 4spd Muncie, LHD, 15x6 & 15x7 reversed steel wheels & 13" chrome 100 spoke wires, custom trim. Custom paint + Gold Flake roof. Consider trade+cash, DIY262666. NSW. DIY262666. 0415 308 039. **\$30,000 ONO**



HOLDEN HDT 1989, VN AERO #49. Excellent original condition inside & out, V6 Auto, Caprice interior, Full Electric options, Vic Rego AERO-49. P-plate friendly. Sydney, RPL 125. VIC. DIY352420. 0410 728 096. **\$15,000**



FORD MUSTANG GT 1995, RHD. Only 50,000kms, 5L V8, auto transmission, CD, a/c, rear spoiler, cruise control and yes it is registered. This car has not been used in the past 2 years, so it's time it went to a home that will get some enjoyment from it. Please call for more info., FG5438. TAS. DIY330690. 0488 932 583. **\$14,000 ONO**



CHEVROLET IMPALA 1964, 350 SBC with 2 Edelbrock 500 carbs, 4spd Muncie, LHD, Posi trac, immac trim with Caddy elect front seats. Custom paint with Gold Flake roof. Fast air ride suspension. Turns heads. Can send extra photos. Drives great. I have access to a hoist for inspection. Consider trade+cash, DIY329492. NSW. DIY329492. 0415 308 039. **\$29,000 ONO**



WANTED ER70 X 14G 800 Grand Rally, Olympic Reflex and Aqua Jet Redwall tyre. Would prefer brand new but near new also considered. Must have no side wall damage. Interested in 1 or multiple tyres, .. VIC. DIY531447. 0418 124 709. **POA**



CHRYSLER VALIANT V8 1967, This car has been restored from original V8. Alarmed with front 2 doors central locking. "SOLID" Number plates not incl, SOLID. NSW. DIY379014. 0425 292 983. 02 9724 1727. **\$28,500 ONO**



CHEVROLET CAMARO 1968, RS SS Camaro, matching numbers, 350 auto, 12 bolt, gauge package, 124378L. SA. DIY412290. 0432 733 832. **\$45,000**



MERCEDES-BENZ 500SL R129 Convertible 1989, hard/soft tops, blue paint. 42,000 miles, leather trim, 250kph, \$270,000 new. All usual options, XWN355. VIC. DIY255007. 03 9387 8513. 0417 054 706. **\$19,950**



NISSAN SKYLINE R33 GTR V Spec 550kw 1995, With dyno sheets, built motor power fc 18 x 10 works racing wheels -10 turbos, adj coil overs, Pioneer stereo 2 x 10" subs, Amps Brembo brakes, h/duty clutch, heaps of mods. EC. Very fast street car, 884KBY. SA. DIY279931. 0404 460 351. **\$25,500**



CHEVROLET CAMARO 1968, RS SS Camaro, matching numbers, 350 auto, 12 bolt, gauge package, 124378L. SA. DIY412290. 0432 733 832. **\$45,000**



LINCOLN LIMOUSINE Lear Jet X2 Only 2 of it's size in the Southern Hemisphere, TV, DVD, CD, mirrored roof fibre optics, twin bars, grey leather interior, 1 owner vehicle, VHB 215. VIC. DIY201400. 0430 452 482. **\$160,000 4 BOTH**



LINCOLN LIMOUSINE 8 Seater 1 owner, white exterior, grey leather interior, includes: TV, DVD, CD, fibre optics, wet bars, in immaculate condition, VHB 211. VIC. DIY201389. 0430 452 482. **\$55,000**



BMW 850i E31 1990, Low mileage (125,000kms), great condition, sunroof, always garaged, no rust, rego until Sept 2015, APE76K. NSW. DIY339804. 0418 866 994. **\$19,990**



TIPPEN DELTA 1961, 3 wheel vehicle built in the UK for disabled war veterans, most were crushed in the 80s this one survived & has been lovingly restored, only one known in Australia, TIPPEN. VIC. DIY385939. 0427 835 669. **\$12,200 ONO**



LINCOLN LIMOUSINE 12 Seater 1 owner, white exterior, grey leather interior includes TV/DVD/CD, fibre optics, mirrored roof & bar. Immaculate condition, VHB213. VIC. DIY201397. 0430 452 482. **\$85,000 NEG**



CHEVROLET CORVETTE Stingray 1971, Excellent condition, inside & out, LHD, matching no's. 94,000 miles, 350/365hp, auto, white soft top, full W.A. rego Jan 2014, absolute dream to drive & a real head turner. Hard top needs minor work. Car is now in Bunbury, 817 KSK. QLD. DIY155427. 0408 892 489. **\$52,500**



CHRYSLER VALIANT VF CONVERTIBLE 1969, Full restoration from ground up. 360 V8 at 460hp solid motor, 4800 stall stage 2 727 tranny. 9 inch diff. Plus heaps more, SLY69. VIC. DIY225919. 0430 395 754. **\$25,000 ONO**



HOLDEN HSV GTO 2 DOOR COUPE 2002, 58,286kms. Standard. One owner, home garaged. Red leather interior. Full history available. This car is in immaculate condition and barely gets used, HSV GTO. NT. DIY388944. 0408 895 554. **\$35,000**



FORD WANTED - FALCON GTHO In unrestored "rough" condition or unfinished project. Even rusted shell or wreck remains. Generous, substantial spotters fee. Cash buyer. Ph anytime, -. NSW. DIY319980. 0427 871 168. **POA**



PONTIAC STREAMLINER Silverstreak 1948, Straight 8, factory auto, original sheetmetal, Fulton visor, 37K mile car in beautiful condition. Rare car. Awesome sled potential, 505176. VIC. DIY353162. 0428 344 450. **\$40,000 OBO**



CHRYSLER VALIANT Drifter 1977, Genuine Drifter, option codes-E33, C16, A53, A80, G15, R82-Impact orange. 265 auto, have original orange rims. Genuine Sankey Benson mags. Excellent condition, CL-8-M-28/HD26-04. VIC. DIY386146. 0403 423 281. **\$18,000**



WANTED WANTED Genuine Falcon GT or GTHO in any rusted or rough condition or unfinished project - considerable spotters fee offered, O. NSW. DIY376857. 0427 871 168. **POA**



HOLDEN COMMODORE 1986, Reg to seat 4 specially designed & engineered in '86 with an (elec roof) to look like a factory convertible, SV101. NSW. DIY311867. 02 4889 4984. 0412 418 065. **\$55,000 ONO**



DATSUN 260Z Manual with L28 engine. No rust in car. Koni fully adjustable coil-overs, 16" performance superlite wheels with Continental tyres, Tiger Mica gold paint, very tidy & goes quite quick. Can register if required, GRS30. NSW. DIY317250. 0416 025 214. 02 4776 1258. **\$12,000**



HOLDEN COMMODORE 2005, CUSTOM SHOW CAR! One of a kind VZ SV6. 2 tone paint work in Zurrelic Red/Diamond White, custom painted 20" wheels, Walkinshaw bonnet scoop, sports exhaust, tinted windows, aftermarket susp & shocks, endless mods \$\$\$ Dyno tuned, 200KW, heaps of power, 5 spd paddle shift. Great condition, 116,000kms, P plate legal, 539kmk. QLD. DIY379761. 0434 000 808. **\$14,999**



HOLDEN BROCK 1985, Rare VK Berlina 234 pack. Borg Warner 'T5' 5spd man g/box. The Energy Polarizer. HDT sport frt seats (Schell), 90ltr fuel tank, 16" Aero rims & caps, Momo s/wheel & HDT gear lever knob. HDT documentation available, DIY263085. SA. DIY263085. 0419 220 629. **\$49,600**



FORD CONSUL UTILITY 1957, 4cyl. 26,676 miles. Standard. Stripped for painting. All parts in back. Good condition for age, Chassis:0204E67562. QLD. DIY329090. 07 4095 1407. **\$8,000**



DODGE POLARA Custom 1970, Rare car, only one in Australia, 440 big block, 47,000 miles, it has some surface and body rust and new parts. No RWC, OD141861. VIC. DIY308217. 0411 219 723. **\$7,000 OBO**



MERCEDES-BENZ 180 W120 1955, 2 previous owners with only 68,000 miles and original books. Mech A1 with immac int trim. Paint and body original and to a very high standard. Inspections for MB Car Club m'ship, 55 MERC. WA. DIY309169. 0438 335 175. **\$27,500 ONO**



CHEVROLET BEL AIR 1957, 2 door post. 307, 3 speed. Clean body & interior. Paint near perfect. Complianced but I've never put reg on it. Can supply RWC if needed, No. QLD. DIY627727. 0434 107 504. **\$43,000**



MERCEDES-BENZ 450 SLC 1977, Excellent condition. History available. Always garaged. Classic good looks, ANG38Z. NSW. DIY600875. 0412 090 099. **\$8,950**



MG TC SPECIAL 1947, TC9654 refer "Australia's Sports and Classic Cars" article Dec/Feb 1994/5 Vol 6 No 4, TC 9654. SA. DIY307253. 0417 824 971. **\$115,000**



CHRYSLER VALIANT VG 770 HARDTOP 1971, Factory a/c, power steering, front disc brakes. Warm 318 4 barrel, matching Nos. rare Buffalo hide pattern interior. Dragway mags. No rust, original parts available, A221A01536. NSW. DIY218883. 07 5590 7396. 0409 864 204. **\$25,000**



FORD MUSTANG Premium Deluxe GT V8 Convertible 2004, Only 9500km 2004 Limited Edition Premium Deluxe GT Convertible, PC969. NSW. DIY620553. 0411 264 664. **\$42,000**



FORD THUNDERBIRD 1964, Convertible, original LHD, A/C, P/S, P/W, automatic, Kelsey-Hayes wire wheels, in storage since 1992. Recent mechanical work done (receipts available) Great investment for astute buyer, .. NSW. DIY324359. 0421 966 776. **\$28,000 OBO**



COBRA ROADSTER 2000 2005, Excess of \$100,000 paid for the build of the car. No expense spared. Ph: 0418 749 542, COBRA8. QLD. DIY627395. 0459 239 576. **\$55,000**



CADILLAC DE VILLE SEDAN 1984, RHD, white with burgundy interior, fully optioned, new white wall tyres, very good condition, priced to sell, 1g6am6988e9052924. QLD. DIY310234. 0418 786 054. **\$15,000**



FORD FALCON XR 8 SPRINT 1993, One owner purchased new from Byrne Ford Brisbane dressed as advertised from the dealership. This is a special production vehicle by Tickford, has had extensive restoration work in the last 2 years, over \$25,000 spent. Motor rebuild, paint, interior, new tyres and wheels in excellent condition. A classic Aussie in its own right. Will consider motor bike as part trade, .. QLD. DIY627493. 0417 760 005. **\$21,000 ONO**



HOLDEN COMMODORE 1994, 3.8 LTR, only 177,000kms. Airbag suspension, tow bar. 12 months rego. Just had full service. Very good condition, ANC36D. NSW. DIY340480. 02 6922 4502. 0427 252 069. **\$5,000**



NISSAN 300ZX Fairchild 1991, A true love letter to the 90's super car. Seriously, this is a road legal weapon. Would you like a completed, registered and road worthy super car with 500bhp, in which everything works beautifully?, ZYC474. VIC. DIY627407. 0437 858 339. **\$21,000 ONO**



CHEVROLET CORVETTE C3 1976, Red. 350 Chev Turbo 350 auto. All the hard work is done, just enjoy. This car is like brand new, you won't find a better Corvette than this one., USA76. NSW. DIY627494. 0455 253 361. **\$38,000**

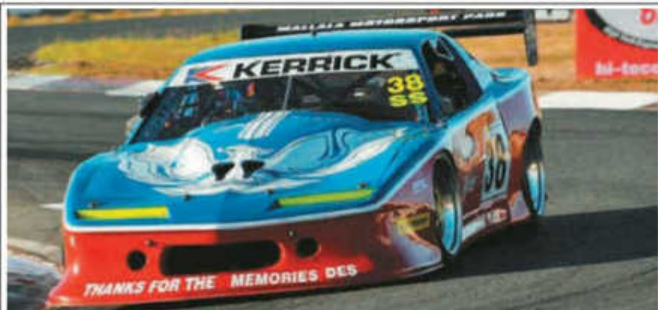


1988 FORD SIERRA RS500 GROUP A.

Built by Graham Goode. It is race ready and recently given a full mechanical restoration. This car has the potential to be a front running car.

\$145,000

Ph: 0419 301 087



PONTIAC TRANS AM SPORTS SEDAN

• Built by K&A Engineering, Hewland VGC gearbox, Motec dash, Motec ECU, air jacks, 18" Simmons wheels, Nascar bowtie block, 6 piston Pro drive calipers, Penske shocks.

\$85,000

Contact Jeff on 0418 712 654



ELFIN MR8C FORMULA 5000

Great race pedigree. Just completed a 3 year full restoration including brand new engine and in the right hands would be a front runner in today's F5000 series.

\$265k - Will Trade

Ken James on 0423 779 982



A TITLE WINNER MYGALE M11 FOR SALE

arguably Australia's fastest racing car - also the most successful in 2014. This car also set numerous lap records and remains the outright lap record holder at Mount Panorama, Bathurst.

\$POA

Mark Rundle 0400 099 978 or brm@cobweb.com.au



MAN CAR TRANSPORTER/MOTORHOME

Can carry two cars if required. Overall length 11 mtrs, pan length 8.5 Mtrs, pan height inside 2.9 Mtrs. Seats three. Drivers seat is air ride, small storage/sleeping area behind seats.

\$85,000

Contact Jeff on 0418 712 654



NISSAN 370Z - RACED IN QLD SPRINT SERIES

Built 2012. Only used for occasional sprint. No turbo or 4wd! Full Motec & dash. MCA shocks. Suspension now fully adjustable. Built for reliability & is great to drive.

\$38,000 MASSIVE PRICE DROP

NSW 0432 663 778



MCF RACE TRAILER

Up for sale, MCF race trailer. Loads of bench and cupboard space All built with Styromax panels. Also tow vehicle available.

PRICE: \$60,000 NEGOTIABLE

Max Twigg 0419 996 289



MULTIPLE RACE WINNING CAR

Including win at Bathurst

\$45,000+GST

PH: 0412 428 951



SUBURU WRX STI 4 DOOR

New with only 16kms on the speedo. With a 2.0L twin scroll turbo, this a genuine factory motorsport vehicle that was purchased new for competition only by Subaru Australia.

\$70,000

PH: 0418 349 555



MAZDA 3 MPS

Class winner in 2 rounds of 2014 AMCHAMP. Maintained regardless of cost. Extensive Spares Package. Eligible for Bathurst 12 Hour AMCHAMP etc.

\$38,000 neg

PH: 0418 976 517



MACK QUANTUM PRIME MOVER

• 2001 • 470hp Mack, 18 speed Roadranger • ABS Braking system
• 4 car and peki trailer (Peki Armacoat) • Drivers lounge with TV and stereo system, fridge, sink, Air-cond • Lots of features.

\$199,000 ONO

Contact Maurie Pickering PH: 0438 018 425



FALCON - V8 SUPERCAR

• Ready to race for upcoming Khumo V8 tour car series (very competitive) • Very good history as winner in V8 Supercars in 03 & 04 season A5 Supercheap Alloy • Full restoration in 2012

\$85,000 + GST

Contact Maurie Pickering PH: 0438 018 425



LOLA T400

Chassis HU2 ex Max Stewart 1975 Australian Grand Prix winning car. Little use since full restoration. Injected Chev. Original Max Stewart Sharp Livery. Very attractive condition.

\$185,000 AUD

E: ksmith@titan.co.nz - PH: +64 27 440 8456



ISUZU FSR 500M 6 CYLINDER 5 SPEED.

Air Conditioned Cab with Air Ride Drivers Seat, CB and CD Radios, Driving Lights and Bull Bar, Hydraulic Tailgate Loader, 240 Volt Connection, Compressor, engine hoist/winch, fridge, lockers

\$39,500

Terry Conroy of Conroy Motorsport 0423 734 532.



HONDA INTEGRA DC5 TYPE R>

Multiple 3E AMCHAMP Class Winner with one DNF[Fuel] during the past four years. Complete with extensive Spares package too many to list. Fresh Spare Engine with recon 6 Speed Gearbox.

\$32,000 Terry Conroy 0423 734532 conroy.msport@gmail.com



VOLVO FH12 420HP

As new, only 53,000 km - Rego December 2015.

\$140,000 + GST ONO

CALL ROBERT 0428 644 614



MERCEDES-BENZ C200 CDI BlueEFFICIENCY Elegance Auto MY13

2012 Mercedes-Benz C200 CDI BlueEFFICIENCY Elegance Auto MY13. Trade Prestige. 1CC1EG. TA624606.

03 8373 7289

\$39,612



CHEVROLET CORVETTE STINGRAY

1977 Chevrolet Corvette Stingray Coupe for sale in Tullamarine. Bernie Smith Classic Cars. S48. TA609736.

03 9998 1655

\$24,000



BMW X5 E70

2013 BMW X5 xDrive30d E70 Auto 4x4 MY13. Trade Prestige. 4027. TA620780.

03 8373 7289

\$69,998



RANGE ROVER HSE

2004 RANGE ROVER HSE 4D WAGON. Bernie Smith Classic Cars. S49. TA609737.

03 9998 1655

\$24,500



FORD MUSTANG

1967 Factory hi output A code V8 4 speed, great rust free SoCal coupe white with black interior. CLASSICS R US. S60. TA551246.

07 3073 8351

\$24,500



FORD FALCON BF MkII XR6 Silver

2007 Ford Falcon BF MkII XR6 Silver 6 Speed Auto Seq Sportshift Sedan. CRYSTAL CARS. WBK781. TA599341.

02 8279 7139

\$9,995



HOLDEN RODEO

2006 Holden Rodeo RA MY05.5 Upgrade LX Silver 5 Speed Manual Crewcab. CRYSTAL CARS. AYH67S. TA611533.

02 8279 7139

\$11,995



FORD FALCON FG XR6

2008 008 Ford Falcon FG XR6 Grey 5 Speed Auto Seq Sportshift Sedan. CRYSTAL CARS. AZ61RB. TA552660.

02 8279 7139

\$13,995



BMW 530D E60 Auto MY07

2007 BMW 530d E60 Auto MY07. Trade Prestige. WBANX72080CZ02026. TA624578.

03 8373 7289

\$28,150



MERCEDES-BENZ VIANO 3.5 AMBIENT 639

2005 MERCEDES-BENZ VIANO 3.5 AMBIENTE 639 4D WAGON for sale in Tullamarine. Bernie Smith Classic Cars. S50. TA609741.

03 9998 1655

\$25,750



BMW 320D E92 Auto MY12

2011 BMW 320d E92 Auto MY12. Trade Prestige. 1DD5ET. TA625745.

03 8373 7289

\$37,528



PORSCHE CAYENNE

2005 Porsche Cayenne S 9PA Wagon for sale in Tullamarine. Bernie Smith Classic Cars. S51. TA609743.

03 9998 1655

\$26,500



AUDI A4 S Line Auto quattro

2006 Audi A4 S Line Auto quattro. Trade Prestige. XLC354. TA627378.

03 8373 7289

\$13,562



VOLVO S60 SE

2005 Volvo S60 SE Auto MY05. Trade Prestige. TQC460. TA624122.

03 8373 7289

\$7,310



MERCEDES-BENZ ML280 CDI Auto 4x4 MY09

2008 Mercedes-Benz ML280 CDI Auto 4x4 MY09. Trade Prestige. WDC1641202A385008. TA627384.

03 8373 7289

\$38,570



NISSAN MURANO

2009 Nissan Murano Ti Z51 Auto 4x4. Trade Prestige. 3889TI. TA620825.

03 8373 7289

\$19,814



AUDI RS5 MY11 S

2011 Audi RS5 MY11 S tronic quattro. 1 Owner. Inspection Welcome. Trade Prestige. VAL606. TA604847.

03 8373 7289

\$83,376



MERCEDES-BENZ ML 500 LUXURY

2006 MERCEDES-BENZ ML 500 LUXURY (4x4) W164 4D WAGON for sale in Tullamarine. Bernie Smith Classic Cars. S52. TA609744.

03 9998 1655

\$26,500



AUDI Q7 TDI Auto quattro MY13

2012 Audi Q7 TDI Auto quattro MY13. Trade Prestige. WAUZZZ4LXDD037662. TA624111.

03 8373 7289

\$65,662



FORD FALCON XL VAN

1961 FORD FALCON XL VAN for sale in Tullamarine. Bernie Smith Classic Cars. S54. TA609750.

03 9998 1655

\$31,000



HOLDEN RODEO RA LT

2003 Holden Rodeo RA LT (4x4) White 4 Speed Automatic Crewcab. CRYSTAL CARS. S552. TA621705.

02 8279 7139

\$9,995



FORD FALCON XY

1971 FORD FALCON XY 4D SEDAN for sale in Tullamarine. Bernie Smith Classic Cars. S63. TA609790.

03 9998 1655

\$43,000



HOLDEN COMMODORE VY II SS

2004 Holden Commodore VY II SS Purple 4 Speed Automatic Sedan. CRYSTAL CARS. S551. TA621705.

02 8279 7139

\$8,995



BMW 530D E60

2008 BMW 530d E60 Auto MY08. Trade Prestige. 4031. TA620765.

03 8373 7289

\$36,486



BMW 335i M Sport E93 Auto MY12

2011 BMW 335i M Sport E93 Auto MY12. Trade Prestige
WBADX72060E668484. TA624572.

03 8373 7289

\$53,158



PONTIAC TRANS AM

1979 Pontiac Trans Am 6.6litre for sale in Tullamarine.
Bernie Smith Classic Cars. S56. TA609754.

03 9998 1655

\$31,000



MERCEDES-BENZ 450SL

1973 Mercedes-Benz 450SL Hard Top Roadster. Inspection welcome.
Trade Prestige. LRE777. TA604954.

03 8373 7289

\$41,697



MERCEDES-BENZ CLK280 AVANTGARDE C09

2007 MERCEDES-BENZ CLK280 AVANTGARDE C209 07 UPGRADE 2D COUPE
for sale in Tullamarine. Bernie Smith Classic Cars. S57. TA609759.

03 9998 1655

\$37,000



MERCEDES-BENZ ML350 CDI BlueEFFICIENCY AMG Sports Auto 4x4

2010 Mercedes-Benz ML350 CDI BlueEFFICIENCY AMG Sports Auto 4x4.
Trade Prestige. WDC1641202A637202. TA627388.

03 8373 7289

\$42,738



SUBARU IMPREZA MY04 WRX (awd) Silver

2003 Subaru Impreza MY04 WRX (awd) Silver 5 Speed Manual Hatchback.
CRYSTAL CARS. CIZ71B. TA599361.

02 8279 7139

\$13,995



VOLVO XC90 MY11

2010 Volvo XC90 R-Design Auto 4x4 MY11. Trade Prestige. 4028. TA621138.

03 8373 7289

\$33,360



VOLVO S60 T6 R-Design Auto AWD MY12

2011 Volvo S60 T6 R-Design Auto AWD MY12. Trade Prestige.
YV1FS9056C2049275. TA625765.

03 8373 7289

\$35,444



MITSUBISHI LANCER VR CJ

2010 Mitsubishi Lancer VR CJ Auto MY10. Trade Prestige. YXV684. TA624120.
03 8373 7289 \$11,478



FORD MUSTANG

1966 FORD MUSTANG for sale in Tullamarine. Bernie Smith Classic Cars. S58.
 TA609763.
03 9998 1655 \$38,500



BMW 125i E82 Auto MY11

2010 BMW 125i E82 Auto MY11. Trade Prestige. YFA869. TA624543.
03 8373 7289 \$32,318



HOLDEN FJ

1954 Holden FJ Utility for sale in Tullamarine. Bernie Smith Classic Cars. S59.
 TA609769.
03 9998 1655 \$48,000



CHEVROLET EL CAMINO

1966 Matt black El Camino. V8 chev and auto bench seat, true spoke wire wheels, runs very well. CLASSICS R US. S74. TA615551.
07 3073 8351 \$11,500



BMW M3 E92

2009 BMW M3 E92 Jerez Black 7 Speed Automatic Coupe. CRYSTAL CARS. S558. TA621774.
02 8279 7139 \$89,995



CHEVROLET C10 Style side SWB

350 ci auto, SWB, centerline wheels, very good condition. CLASSICS R US. S69. TA615470.
07 3073 8351 \$14,500



TOYOTA AURION

2006 Toyota Aurion GSV40R Sportivo SX6 Gold 6 Speed Sequential Auto Sedan. CRYSTAL CARS. S556. TA621756.
02 8279 7139 \$12,995



AUDI A5 Auto quattro MY11

2011 Audi A5 Auto quattro MY11. Trade Prestige. YMF345. TA624101.

03 8373 7289

\$53,158



MERCEDES-BENZ SPRINTER 313

2005 Mercedes-Benz Sprinter 313 CDI LWB White 5 Speed Manual Van. CRYSTAL CARS. S557. TA621765.

02 8279 7139

\$13,995



AUDI A4 S Line Auto quattro

2008 Audi A4 S Line Auto quattro. Trade Prestige. WHF692. TA624096.

03 8373 7289

\$19,814



MITSUBISHI TRITON

2000 Mitsubishi Triton MK GLS (4x4) Black 4 Speed Automatic 4x4 Dual Cab Utility. CRYSTAL CARS. S553. TA621718.

02 8279 7139

\$9,995



HOLDEN COMMODORE VY II S

2003 Holden Commodore VY II S Green 4 Speed Automatic Utility. CRYSTAL CARS. A0095P. TA611492.

02 8279 7139

\$6,995



FORD FALCON XR6

2006 Ford Falcon BF MKII XR6 Orange 4 Speed Auto Seq Sportshift Sedan. CRYSTAL CARS. BS67YD. TA611524.

02 8279 7139

\$11,995



HOLDEN SPECIAL GTS E SERIES

2007 Holden Special Vehicles GTS E Series Red 6 Speed Auto Active Sequential Sedan. CRYSTAL CARS. S561. TA621792.

02 8279 7139

\$31,995



ALFA ROMEO 156 JTD Ti Auto

2008 Alfa Romeo 156 JTD Ti Auto. Trade Prestige. ZAR93900007227373. TA627376.

03 8373 7289

\$24,999



MERCEDES-BENZ ML500 Luxury Auto 4x4 MY08

2007 Mercedes-Benz ML500 Luxury Auto 4x4 MY08. Trade Prestige. WAB902. TA624635.

03 8373 7289

\$39,612



CHEVROLET IMPALA

1966 Sports Coupe with bucket seats and console, 14" twisted spoke wires, runs and dives needs small tlc. CLASSICS R US. S70. TA615476.

07 3073 8351

\$20,000



ASTON MARTIN VANTAGE MY12

2011 Aston Martin V8 Vantage Auto MY12. Trade Prestige. 3999. TA620706.

03 8373 7289

\$171,966



DATSUN 280ZX 240z body

1977 280z USA body that is still the same as a swb 240z. I have 240z bumpers to go with the car. CLASSICS R US. S72. TA615485.

07 3073 8351

\$12,000



PONTIAC FIREBIRD

1967 Nice Firebird. Light metallic blue. With white interior, 17" americans. Runs and drives great. CLASSICS R US. S75. TA615558.

07 3073 8351

\$27,500



HOLDEN COMMODORE VZ S

2005 Holden Commodore VZ S Blue 6 Speed Manual Utility. CRYSTAL CARS. S555. TA621751.

02 8279 7139

\$11,995



CADILLAC COUPE DE VILLE

1973 Cady Coupe on new 26" wheels and alligator interior, big stereo with loads of speakers, runs and dives perfect. This gets thumbs up everywhere. CLASSICS R US. S71. TA615481.

07 3073 8351

\$25,000



TOYOTA CAMRY ACV40R

2010 Toyota Camry ACV40R 09 Upgrade Altise Black 5 Speed Automatic Sedan. CRYSTAL CARS. S554. TA621748.

02 8279 7139

\$11,995


MERCEDES-BENZ C36 AMG Auto

2008 Mercedes-Benz C63 AMG Auto. Trade Prestige. WDD2040772F190176. TA624614.

03 8373 7289

\$72,956


BMW 6 SERIES 50Ci E63

2006 BMW 6 50Ci E63 2D CONVERTIBLE for sale in Tullamarine. Bernie Smith Classic Cars. S61. TA609780.

03 9998 1655

\$49,000


MERCEDES-BENZ E350 Avantgarde Auto MY08

2009 Mercedes-Benz E350 Avantgarde Auto MY08. Trade Prestige. XBA773. TA624625.

03 8373 7289

\$29,986


AUDI ALLROAD Auto quattro

2007 Audi allroad Auto quattro. Trade Prestige. WAUZZZ4FX7N133745. TA624108.

03 8373 7289

\$29,192


ROLLS-ROYCE SILVER SHADOW II

1979 ROLLS-ROYCE SILVER SHADOW II OTHER 4D SEDAN for sale in Tullamarine. Bernie Smith Classic Cars. S65. TA609798.

03 9998 1655

\$22,000


VOLKSWAGEN POLO 77TSI Comfortline 6R

2011 Volkswagen Polo 77TSI Comfortline 6R Auto. Trade Prestige. YJF265. TA624129.

03 8373 7289

\$17,730


HOLDEN FJ

1955 Holden FJ Sedan for sale in Tullamarine. Bernie Smith Classic Cars. S37. TA609539.

03 9998 1655

\$18,500


VOLVO XC60 MY11

2010 Volvo XC60 D5 Auto AWD MY11. Trade Prestige. 4017. TA621122.

03 8373 7289

\$30,234



MERCEDES-BENZ E220 CDI

2010 Mercedes-Benz E220 CDI BlueEFFICIENCY Elegance Auto. Trade Prestige. 4021. TA620793.

03 8373 7289

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FORD F6 FG

2008 FPV F6 FG Black 6 Speed Auto Seq Sportshift Sedan. CRYSTAL CARS. S560. TA621787.

02 8279 7139

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AUDI A5 Auto quattro MY10

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03 8373 7289

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HOLDEN SPECIAL GTS GEN F

2013 Holden Special Vehicles GTS GEN F White 6 Speed Auto Active Sequential Sedan. CRYSTAL CARS. S559. TA621782.

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03 9998 1655

\$19,750



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2006 Ford Falcon BF MkII XR6T Grey 6 Speed Auto Seq Sportshift Sedan. CRYSTAL CARS. AT89YF. TA611527.

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03 8373 7289 **\$67,746**



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02 8279 7139 **\$9,995**



PORSCHE CAYENNE GTS 9PA Auto 4x4 MY10

2009 Porsche Cayenne GTS 9PA Auto 4x4 MY10. Trade Prestige. WP1ZZZ9PZ8LA71363. TA625757.

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TA433330.

07 3073 8351 **\$18,000**



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02 8279 7139 **\$43,995**



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2011 BMW X5 xDrive30d E70 Auto 4x4 MY12. Trade Prestige. 4033. TA620779.
03 8373 7289 \$62,436



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1961 HOLDEN EK SPECIAL SEDAN for sale in Tullamarine. Bernie Smith Classic Cars. \$42. TA609553.
03 9998 1655 \$21,500



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2010 Mercedes-Benz C350 CDI Avantgarde Auto MY10. Trade Prestige. 4013. TA620792.
03 8373 7289 \$46,906



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03 9998 1655 \$20,750



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\$52,116



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1965 FORD FALCON XP UTILITY for sale in Tullamarine. Bernie Smith Classic Cars. S47. TA609566.

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NUMBER PLATES ODEAR EURO personalised plates, 01. QLD. DIY607453. 0409 576 125. **\$6,000**



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NUMBER PLATES 7 BOND For all the James Bond fans out there, this is the plate for you and your car. 007, .. VIC. DIY307475. 0438 369 662. **\$600**



NUMBER PLATES PERSONALISED Victorian plates. White on black, .. VIC. DIY232463. 0404 881 634. **POA**



NUMBER PLATES GAMBLER Number plate Western Australia. Poly carb, white letters on blue, GAMBLER. WA. DIY307892. 0410 288 877. 0410 288 855. **\$100,000 ONO**



NUMBER PLATES 63 OLDN Personalised numberplates, WA registered. To suit late EJ or early EH Holden, 63 OLDN. WA. DIY338464. 0408 547 184. 08 9561 1041. **\$1,200 ONO**



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NUMBER PLATES CHVVET Perfect for your Chevrolet Corvette. Brand new plates, never been used. All offers welcome, .. VIC. DIY314420. 0418 398 118. **POA Make An Offer**



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NUMBER PLATES ZANE Rare names & rare plates. Owned 28yrs, n/a. QLD. DIY307415. 0419 700 350. **\$4,000 ONO**



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NUMBER PLATES FERV 12 Suit Ferrari V12, FERV 12. VIC. DIY376726. 0409 228 108. **\$5,000**



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NUMBER PLATES STIGTG Top Gear host signed James May, Craig Lowndes, Larry Perkins & F1 driver Sergio Perez. With photos at Top Gear Show, Melbourne 2011, STIG GT. VIC. DIY367251. 0409 228 108. **\$20,000**



NUMBER PLATES MERC 00 Personalised Prestige plates. Black with Gold letters, never been used, suitable for all Mercedes. MERC 00, merc00. QLD. DIY423656. 0402 202 486. **\$2,495**



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NUMBER PLATES 308 HSV featuring the HSV logo & watermark. Brand new, still in box, I only took them out to photograph. The perfect finishing touch to your HSV Classic. Very rare & unique, there's only one pair of these. Call Phil, 308 HSV. VIC. DIY295490. 0419 429 429. 03 9724 6888. **\$1,500**



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NUMBER PLATES PERSONALISED HSV plate, .. VIC. DIY166802. 0417 760 968. **\$1,000**



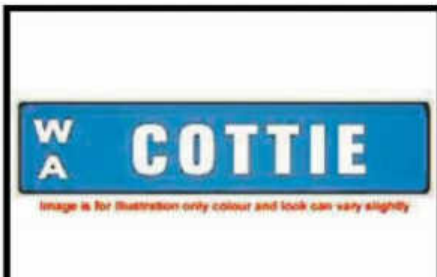
NUMBER PLATES 67 BAD / 67 MAD These are very sought after number plates for any car made in 1967. So you can own both or buy separately, .. VIC. DIY385422. 0401 770 999. 03 9752 9224. **\$1,500 for each pair or OBO**



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NUMBER PLATES JOY 058 Historic number plates, n/a. QLD. DIY307425. 0419 700 350. **\$1,250**



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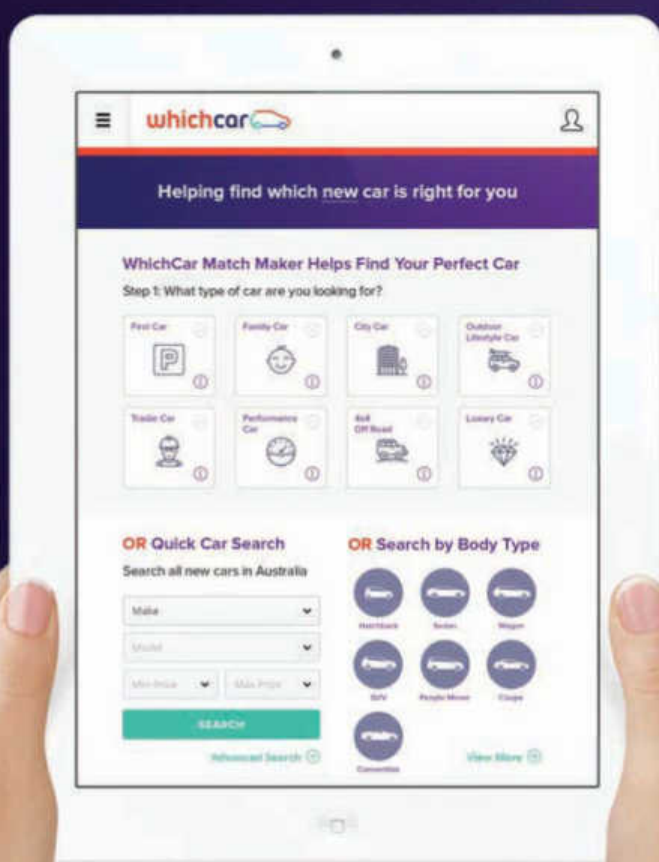


NUMBER PLATES 005 V number plates. These RARE set of Victorian plates for your Mark V, 005 V. QLD. DIY307404. 0419 700 350. **\$5,000 ONO**

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Email: ccrmit@dcsi.net.au
www.ccrmit.com

Castlemaine Historic Vehicle Club

PO Box 43, Castlemaine, 3450
Email: smokefry@bigpond.com
www.ch-vc.com

Central Coast Historic Car Club

PO Box 719, Gosford, NSW, 2250
Email: info@cchcc.org.au
www.cchcc.org.au

Central Coast Holden Car Association

PO Box 3010, Bateau Bay, NSW, 2261
Email: info@holdencarclubcentralcoast.org.au
www.centralcoast.wordpress.com/our-club/

Central North Coast Sporting Car Club

PO Box 371, Taree, NSW, 2430
www.cncscc.com.au

Central Victorian Chrysler Club Inc (CVCC)

PO Box 2604, Bendigo Delivery Centre, Vic, 3554
Email: info@midstatemopars.com
www.midstatemopars.com

Cereberus Car Club

PO Box 4029, Dandenong South, Vic, 3164
Email: cerberuscc@gmail.com
www.cerberuscarclub.com.au/

Charger Club of WA

PO Box 654, Cannington, WA, 6987
www.chargerclubofwa.asn.au

Charters Towers Restorers Club Inc

PO Box 847, Charters Towers, Qld, 4820
Email: clubbluff@bigpond.com
www.ctrc.com.au/

Chev Performance Club of SA Inc

PO Box 625, Prospect East, SA, 5082
Email: chevperformance@gmail.com
www.chevperformancesa.com

Chevrolet Car Club of Victoria

GPO Box 838, Melbourne, Vic, 3001
Email: enquiries@chevcarclubvic.org.au
www.chevcarclubvic.org.au



Chevrolet Club of NSW

PO Box 277, Northmead, NSW 2152
Email: secretary@nswchevclub.com
www.nswchevclub.com

Chevrolet Club (WA) Inc

PO Box 351, Armadale, WA, 6992
Email: secretary@chevclubwa.com.au
www.chevclubwa.com.au

Chrysler Car Club of South Australia Inc

PO Box 240, Greenacres, SA, 5086
www.cccsa.net.au
Ph: 08 8443 6311

Chrysler Restorers Club of Aust - SA

PO Box 667, Plympton, SA, 5038
Email: jedkg@bigpond.com
www.chrysler-restorers-sa.org.au

Chrysler Restorers Club of Aust Inc - NSW

PO Box 565, Strathfield, NSW, 2135
Email: info@chryslerclub.org.au
www.chryslerclub.org.au

Chrysler Restorer's Club of Aust - Vic

PO Box 3143, Nunawading, Vic, 3131
Email: info@chryslerclubvic.org.au
www.chryslerclubvic.org.au

Chrome Bumper Rob & Custom Club

Email: secretary@chromebrclub.com
www.chromebrclub.com

Citroen Car Club of NSW

PO Box 348, Parramatta, NSW, 2124
www.citroencarclub.org.au

Citroen Car Club of Tasmania Inc

PO Box 439, Glenorchy, TAS, 7010
Email: mothersworry79@gmail.com
www.citroentas.org

Citroen Car Club of Victoria

PO Box 751, Frankston, Vic, 3199
Email: secretary@citcarclubvic.org.au
www.citcarclubvic.org.au

Citroen Classic Owner's Club of Australia

PO Box 52, Balwyn, Vic, 3103
www.citroenclassic.org.au

Clanet Club of Australia

PO Box 123, Port Macquarie, NSW, 2444
Email: rw@exemail.com.au
Roger Harrison: 02 6583 3902 or 0408 833 902

Classic and Historic Automobile Club of Aust (Syd) Inc

PO Box 306, Wentworthville, NSW, 2145
Email: chacachatter@gmail.com
sites.google.com/site/chacachatter/Home

Classic and Historic Automobile Club of Australia - Vic

L.P.O. Box 72, Bittern, Victoria, 3918
Email: secretary@chaca.com.au
www.chaca.com.au

Classic & Historic Automobile Club of Caboolture Inc

PO Box 514, Caboolture Qld, 4510
Email: secretary@chacc.com
www.chacc.com

Classic & Vintage Motor Club of Eurobodalla

PO Box 684, Moruya, NSW, 2537
Email: secretary@cvmce.org.au
www.cvmce.org.au

Classic Cars United

c/- 8 Bird Court, Hoppers Crossing, Vic, 3029
Email: classiccarsunited@gmail.com

Classic Ford Club Inc

PO Box 450, Moonah, Tas, 7009
Email: classicfordclub@outlook.com
www.classicfordclub.9f.com

Classic Ford Club of the NT

PO Box 594, Nightcliff, NT 0814
Email: classicfordclubnt@hotmail.com
www.classicfordclubnt.com.au

Classic Jaguar Enthusiasts' Club

Email: secretary@classicjaguar.org.au
www.classicjaguar.org.au

Classic Holden Car Club NT

PO Box 36308, Winnelie, NT, 0821
Email: info@classicholdencarclubnt.com
www.classicholdencarclubnt.com

Classic Holden Car Club Tasmania

PO Box 635, Glenorchy, TAS, 7010



Classic Holdens of Country Victoria

95 Ronchi's Road, Concongella, Vic, 3384
Email: rayner1103@hotmail.com

Classic Rally Club Inc

PO Box 2044, North Parramatta, NSW, 1750
Email: crc.sec@classicrallyclub.com.au
www.classicrallyclub.com.au

Classic Skylines Australia Inc

PO Box 8307, Carrum Downs, Vic, 3201
Email: secretary@classicskylines.com.au
www.classicskylinesaustralia.com

ClubbiesSA Pty Ltd

C/- S. Power, 30 Foster St, Parkside, SA 5063
Email: enquire@clubbiessa.com
www.clubbiessa.com

Club Commodore Australia

Email: mickandlisac@bigpond.com
<http://www.holden.org.au/club/club-commodore-australia/>

Club Commodore Australia - Canberra

PO Box 8090, Werrington County, NSW, 2747
Email: teepee1969@live.com.au

Club Fiat 500 of SA Inc

48 Albert Street, Goodwood, SA, 5034
Email: athosv@bigpond.com
www.fiat500clubsa.org.au

Club Lotus Australia

PO Box 220, Strathfield, NSW, 2135
Email: enicholls@clublotus.com.au
www.clublotus.com.au

Clubman Drivers of Australia

12 Liberty Way, Kellyville, NSW, 2155
Email: secretary@clubmandrivers.com
www.clubmandrivers.com

Club Maserati Australia Inc

PO Box 227, Potts Point, NSW, 1335
Email: dana@benedict.com.au
www.maseraticlub.com.au

Clubmini NSW Inc

PO Box 201, Callaghan, NSW, 2318
Email: bradverschelden@gmail.com
www.clubmini.com.au/nsw



Clubmini Inc - Qld

5 Tintagle St, Underwood, Qld, 4119

Email: president.clubminiql@gmail.com

Club Mini SA

Email: sa@clubmini.com.au

www.clubmini.com.au/sa

Clubmini Inc - Vic

PO Box 6393, Point Cook, Vic, 3030

Email: secretary@vic.clubmini.com.au

www.clubmini.com.au/vic

Clubmini (WA) Inc

www.clubmini.com.au/wa

Club Motori Italia

PO Box 514, North Hobart, TAS, 7002

Email: info@cmistas.org

www.cmistas.org

Club VeeDub

PO Box 1340, Camden, NSW, 2570

Email: secretary@clubvw.org.au

www.clubvw.org.au

Cobra Car Club SA Inc

PO Box 1066, Kent Town, SA, 5071

Cobra Car Club of Victoria Inc

12 Hornby Street, Brighton East, Vic, 3187

Email: president@cobracarclubvic.org.au

www.cobracarclubvic.org.au

Rohan Smith 0412 249 950

Coffs Harbour and District Sporting Club

PO Box 101, Coffs Harbour, NSW, 2450

Email: secretary@coffscarclub.com.au

www.coffscarclub.com.au

Coffs Harbour Veteran and Vintage Car Club Inc

PO Box 4191, Coffs Harbour Jetty, NSW, 2450

sites.google.com/site/chvvcc/home

Colac collectable Car Club

PO Box 346, Colac, Vic, 3250

www.colacccc.com.au

Combined Torana Car Club of WA

PO Box 304, Bentley, WA, 6102

Email: info@torrietorque.com

www.torrietorque.com



Commodore Owners Car Club SA

PO Box 163, Smithfield, SA, 5114

Email: pauld@coccsa.com

www.coccsa.forumotion.net

Commodore Car Club of Tasmania

PO Box 2031, Launceston, Tas, 7250

Email: info@tascommodes.com

www.tascommodes.com

Commodore Car Club of WA

PO Box 1583, Fremantle, WA, 6959

Email: nathan@commodorecarclubwa.com

www.commodorecarclubwa.com

Cooma Monaro Historic Automobile Club Inc

PO Box 758, Cooma, NSW, 2630

www.coomacarclub.com.au

Cootamundra Antique Motor Club

PO Box 27, Cootamundra, NSW, 2590

www.cootamundraantiquemotorclub.org

Compact Fairlane Owners Club of Australia Inc

PO Box 77, Corio, Vic, 3214

Cortina Mark 1 Owners Club (Aust) Inc

PO Box 482, Bulleen, Vic, 3105

Email: cmooc@hotmail.com

www.cortinamk1ownersclub.com.au

Corvette Club of SA

PO Box 230, Findon, SA, 5023

www.corvetteclubofsa.com.au

Corvettes Down Under (Qld)

PO Box 1053, Aspley, Qld, 4034

Email: info@corvettesdownunder.com.au

www.corvettesdownunder.com.au

Corvettes of Canberra

PO Box 6157, Queanbeyan East, NSW, 2620

Email: contact@corvettesofcanberra.org.au

www.corvettesofcanberra.org.au

Corvettes of Geelong

Email: corvettesofgeelong@fastmail.com.au

www.corvettesofgeelong.com

Corvettes of Melbourne Inc

PO Box 8052, Camberwell North, Vic, 3124

Email: webmaster@corvettesofmelbourne.com

www.corvettesofmelbourne.com

Corvettes of WA Inc

PO Box 555, Cloverdale, WA, 6985

Email: president@corvettesofwa.com

www.corvettesofwa.com

Country Roads Board Car Club Inc

PO Box 582, Ringwood, Vic, 3153

Email: dj8@bigpond.com

www.crbcc.com.au



Cross Country Drivers Assoc

PO Box 582, Bayswater, Vic, 3153

Email: info@ccda4wd.com.au

www.ccda4wd.com.au

Cudgegong Cruisers Inc

PO Box 26, Gulgong NSW, 2852

Email: cudgegongcruisers@hotmail.com

cudgegongcruisers.org.au

Custom & Classic Car Club

46 Langford Street, Moe, Vic, 3825

Email: customandclassiccrcarclub@hotmail.com

www.customandclassiccrcarclub.com.au

Cyclones Rod and Custom Car Club Inc - Townsville

959 Riverway Drive, Condon, Qld, 4817

Email: info@cyclones.org.au

<http://www.cyclones.org.au>

Daimler & Lanchester Owners Car Club of Australia Inc - NSW

PO Box 414, Springwood, NSW, 2777

Email: secretary@dlocaustralia.org

www.dlocaustralia.org

Daimler Lanchester Club of Victoria Inc

Unit 8, 41-49 Norcal Road, Nunawading, Vic, 3131

Email: mandppringle@bigpond.com

Dandenong Ranges 4WD Club

PO Box 33, Ferntree Gully, Vic, 3156

Email: vp@drfwdc.org.au

www.drfwdc.org.au

Dandenong Valley Historic Car Club

PO Box 107, Doveton, Vic, 3177

Email: secretary@dvhcc.com.au

www.dvhcc.com.au

Darling Downs Veteran & Vintage Motor Club Inc

PO Box 486, Toowoomba, Qld, 4350

Email: secretary@ddvvmc.com.au

www.ddvvmc.com.au

Datsun 240Z and 260Z Register of WA Inc

Email: secretary@wvaregister.com

www.wvaregister.com

Datsun Sports Owners Association Inc - Qld

PO Box 2221, Brookside Centre, Qld, 4053

Email: finden@ozemail.com.au

www.datsunsportsowners.com



Datsun Sports Owners Assoc (DSOA) NSW Inc
PO Box 110, Glenbrook, NSW, 2773
Email: mattiwood@optusnet.com.au
www.datsun.org.au

Datsun Sports Roadster Club Inc
PO Box 4158, Ringwood, Vic, 3134
www.dsarvc.com

Deepwater Sporting Car Club
PO Box 3, Wyong, NSW, 2259
Email: jocadman@bigpond.net.au
www.dwscc.org.au

Delage Club of Australia
6 Nolan St, Castlemaine, Vic, 3459
Email: halcyon@netcon.net.au

Deniliquin Sporting Car Club Inc
PO Box 66, Deniliquin, NSW, 2710
Email: enquiries@dsc.com.au
www.denisportingcarclub.com

Dodge Owners Club of Australia
PO Box 239, Penrith, NSW, 2751
Email: ronaldwhite8@bigpond.com
www.dodgeclubnsw.com

Dogwood Motor & Auto Group
P.O Box 288
Miles . Qld . 4415
Email: leskirby@bigpond.com.au

Drag-ens Hot Rod Club
PO Box 63, Milperra, NSW, 2214
Email: secretary@drag-ens.com
www.drag-ens.com

Early Falcon Car Club Vic (1960-1966)
PO Box 2118, Lygon Street North, Brunswick East, Vic, 3057
Email: secretary@earlyfalcon.org
www.earlyfalcon.org

Early Falcon Car Club of NSW
PO Box 576, Gympie, NSW, 2227
Email: narellegalea@yahoo.com
www.earlyfalconnsw.com.au

Early Falcon Car Club of WA
7070 Riley Rd, Mt Helena, WA, 6082
Email: falconccwa@hotmail.com
www.falconccwa.stormloader.com

Early Ford V8 Club Inc (1932-54)
PO Box 546, Mulgrave Business Centre, Mulgrave, Vic, 3170
Email: secretary.efv8c@gmail.com
www.earlyfordv8vic.org

Early Holden Car Club of Wangaratta
PO Box 841, Wangaratta, Vic, 3676
Email: wangaratta@holden.org.au

Early Model (FX/FJ) Holden Club of Victoria
PO Box 209, Vermont, Vic, 3133
Email: jifaa@hotmail.com
www.emhc.com.au

East Coast Chrysler Cruiser
920 Gooburrum Rd, Welcome Creek, WA, 4670
Email: dongereccc@gmail.com
Ian Presser: 07 4159 8913

East Gippsland Historical Automobile Club
PO Box 964, Bairnsdale, Vic, 3875
Email: rajlw@bigpond.com
www.eghac.org

Echuca & District Historical Vehicle Club Inc
PO Box 792, Echuca, Vic, 3564
Email: info@echucacarclub.com
www.echucacarclub.com

EH Holden Car Club of NSW Inc
PO Box 492, Auburn, NSW, 1835
Email: ehccnsw@hotmail.com
www.ehholdencarclubofnsw.org

EH Holden Car Club of SA
PO Box 534, Prospect East, SA, 5082
Email: ehclubsa@hotmail.com
www.users.tpg.com.au/mark64eh/main.htm

EH Holden Car Club of Tasmania
PO Box 408, Glenorchy, Tas, 7010
Email: mayfair@itconnect.net.au
www.ehholden.com.au/clubs/tasmania.htm

EH Holden Car Club of Victoria Inc
PO Box 4364, Ringwood, Vic, 3134
Email: ehccv@ehholden.com.au
www.ehholden.com.au



EH Holden Car Club of WA
PO Box 644, Cloverdale, WA, 6985
Email: secretary@ehcarclubwa.org.au
www.ehcarclubwa.org.au

EJ-EH Holden Car Club of Qld
c/- 1/11 Palmer Place, Murarrie, Qld, 4172
Email: enfo@ejehclubqld.com
www.ejehclubqld.com/ehclub/index.asp

EJ-EH Holden Club of Canberra
PO Box 208, Mawson, ACT, 3609
Email: ehjwhiz@hotmail.com
www.ejehholden.wordpress.com/

EJ-EH Holden Owners & Drivers Club NSW
PO Box 2734, North Parramatta, NSW, 1750
Email: paul@ejehowners.com
www.ejehowners.com

EJ-EH Holden Owners of Southern NSW Inc
PO Box 231, Dapto NSW, 2530
www.ejehholdensouthnsw.org

Elfin Owners and Drivers Club
Box 447, Aireys Inlet, Vic, 3231
Email: reidywithchambers@yahoo.com.au
www.elfinheritage.com.au

Eliminators Hot Rod & American Car Club Inc
PO Box 5256, Daisy Hill, Qld 4127
Email: eeliminators@gmail.com
www.eliminatorsclub.com

F100 Club of Aust Inc
PO Box 1017, Elizabeth Vale, SA, 5112
www.f100club.com.au

Falcon Cobra Club of Australia (Vic) Inc
PO Box 7092, Cranbourne North, Vic, 3799
Email: falconcobraclub@gmail.com
www.falconcobraclubofaus.com

Falcon GT Club of Australia Inc
PO Box 351, South Morang, Vic, 3752
Email: info@falconggtclub.org
www.falconggtclub.org

Falcon GT Club of Canberra Inc
PO Box 911, Gunghalin, ACT, 2912
Email: info@falconggtclubact.com.au
www.falconggtclubact.com.au/membership

Falcon GT Club of Geelong
PO Box 120, North Shore, Vic, 3214
Email: falconggtclubgeelong@gmail.com
www.falconggtclubgeelong.org

Falcon GT Club of SA Inc
PO Box 289, Kent Town, South Australia, 5071
Email: admin@gtclubsa.com.au
www.gtclubsa.com.au/home.htm



Falcon GT Owners Club of New South Wales

PO Box 6563, Wetherill Park DC, NSW, 1851
 Email: president@falcongclubnsw.com
www.falcongclubnsw.com

Falcon GT Owners Club of Qld Inc

GPO Box 1351, Brisbane, Qld, 4001
www.falcongownersclubqld.org

FB-EK Holden Car Club of NSW

PO Box 201, South Bexley, NSW, 2207
 Email: contact@fbekholdennsw.com
www.fbekholdennsw.com

FB-EK Holden Car Club of Qld

PO Box 211, Cannon Hill, Qld, 4170
 Email: admin@qldfbekholden.com
www.qldfbekholden.com

FB-EK Holden Car Club of SA

PO Box 854, Noarlunga Centre, SA, 5168
 Email: fb-ekholdencarclubofsa@hotmail.com
www.fbekholdenclubsa.com/

FB - EK Holden Car Club of Victoria Inc

686 Burwood Rd, Hawthorn East, Vic, 3123
 Email: reidywill@hotmail.com
www.fbekholden.com

Federation of Historic Motoring Clubs of SA

PO Box 703, Plympton, SA, 5038
 Email: secretary@fhmcsa.org.au
www.fhmcsa.org.au

Federation of Veteran Vintage & Classic Vehicle Club

PO Box 175, East Brunswick, Vic, 3057
 Email: neil.athorn@bendigoadelaide.com.au
www.federation.asn.au

FE-FC Holden Car Club of NSW

PO Box 609, Parramatta, NSW, 2124
 Email: nsw@fefcholden.org.au
www.fefcholden.org.au/nsw

FE-FC Holden Car Club of Qld

44 Archdale Road, Ferny Grove, Qld, 4055
 Email: qld@fefcholden.org.au
www.fefcholden.org.au/qld/

FE-FC Holden Car Club of SA

PO Box 444, Goodwood, SA, 5034
 Email: sa.committee@fefcholden.org.au
www.fefcholden.org.au/sa

FE - FC Holden Car Club Victoria

PO Box 8050, Camberwell North, Vic, 3124
 Email: committee@fefcholdenvic.org.au
www.fefcholdenvic.org.au

FE-FC Holden Car Club of WA

PO Box 619, Victoria Park, WA, 6979
 Email: wa@fefcholden.org.au
www.fefcholden.org.au/wa

FE-HR Holden Owners Club ACT

PO Box 867, Civic Square, ACT, 2608
 Email: info@oldgmh.org.au
www.oldgmh.org.au

Ferrari Club Australia - ACT

GPO Box 2727, Canberra, ACT, 2601
 Email: secretary@fca.org.au
www.fca.org.au

Ferrari Club Australia Inc

94 Paradise Road, Forestdale, Qld, 4118
 Email: membership@fca.org.au
www.ferrariclub.com.au

Ferrari Club Australia Inc SA Chapter

PO Box 38, Collinswood, SA, 5081
 Email: sa@fca.org.au
www.fca.org.au

Ferrari Club Australia - NSW

Email: nsw@fca.org.au
www.fca.org.au

Ferrari Club Australia Inc (Vic)

Email: vic@fca.org.au
www.fca.org.au

Ferrari Club Australia Inc WA

Email: wa@fca.org.au
www.fca.org.au

Festival of Sporting Cars Inc

PO Box 220, Seaforth, NSW, 2092
 Email: charles@fosc.com.au
www.fosc.com.au

Fiat Club (ACT) Inc

The Secretary, PO Box 1119, Canberra City, ACT, 2601
 Email: fiatclubact@yahoo.com.au
www.fiatclubact.org

Fiat Club of NSW Inc

PO Box 3034, Bangor, NSW, 2234
 Email: president@fiatclub.com.au
www.fiatclub.com.au

Fiat Car Club of Qld Inc

PO Box 7353, Holland Park, Qld, 4169
 Email: membership@fiatqld.org.au
www.fiat.org.au

Fiat Car Club of Victoria Inc

GPO Box 4, Melbourne, Vic, 3000
 Email: enquiries@fiatclub.org.au
www.fiatclub.org.au



Fiat-Lancia Car Club of SA

PO Box 105, North Adelaide, SA, 5006
 Email: secretary@fiatlancia.asn.au
www.fiatlancia.asn.au

Fiat Lancia Club of Western Australia

PO Box 137, Tuart Hill, WA, 6939
 Email: secretary@fiatlancia.org.au
www.fiatlancia.org.au

Ford 8 & 10 Side Valve Club of SA

PO Box 542, Kadina, SA, 5554
 Email: anglia_prefect@bigpond.com
www.flashman.com.au/ford/

Ford 8 & 10 Side Valve Club Vic Inc

Email: ford8and10hp@gmail.com
www.ford8and10hp.com

Ford Coupe Club of Australia Inc

PO Box 6041, Vermont South, Vic, 3133
www.strikingly.com/fordcoupeclub

Ford Customline, Mainline & Rod Club of Vic Inc

Email: jillpeterson@bigpond.com

Ford Galaxie Club

PO Box 616, Camden, NSW, 2570
 Email: secretary@galaxie.com.au
www.galaxie.com.au

Ford Muscle Cars (FMC)

PO Box 20362, World Square, NSW, 2002
 Email: info@fordmusclecars.com.au
www.fordmusclecars.com.au

Ford Owners Car Club of SA Inc

PO Box 309, Stepney, SA, 5069
 Email: president@fordownerscarclub.com.au
www.fordownerscarclub.com.au

Ford Owners, Restorers & Drivers Club of Australia Inc Ford Club of Australia Inc, "Willandra"

24 Rowan Ave, Boronia, Vic, 3155
www.ford8-10.com

Ford Performance Car Club

PO Box 115, Fairfield, Vic, 3078
 Email: info@fordperformancecarclub.com.au
www.fordperformancecarclub.com.au



Ford Rallye Sport Owners Club Victoria Inc

PO Box 12249, A'Beckett St,
Melbourne, Vic, 8006
Email: president@rsocvic.com
www.rsocvic.com

Ford Rallye Sport Club of WA Inc

PO Box 322, Armadale, WA, 6992
Email: info@fordrallyesportclub.com.au
www.fordrallyesportclub.com.au

Ford RS Owners Club (Aust)

PO Box 2294, Greenhills, NSW, 2323
Email: secretary@rsownersclubaust.com.au
www.rsownersclubaust.com.au

Formula Ford Association Inc

PO Box 56, Mulgoa LPO, Mulgoa, NSW, 2745
Email: admin@formulaford.com.au
www.formulaford.org.au

Formula Vee Association of NSW Inc

PO Box 7690, Norwest BC,
Baulkham Hills, NSW, 2153
Email: secretary@fvansw.asn.au
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FPV & XR Car Club - SA Inc

PO Box 56, Ingle Farm, SA, 5098
Email: info@fpvxrclub.com.au
www.fpvxrclub.com.au

FPV & XR Owners Club of ACT

PO Box 7208, Kaleen, ACT, 2617
Email: secretary@fpvxrclubact.com
www.fpvxrclubact.com

FPV & XR Owners Club of Victoria Inc

PO Box 6070, Croydon North, Vic, 3136
Email: president@fpvxrclub.com
www.fpvxrclub.com

FPV-Tickford Club of NSW Inc

PO Box 131, Chester Hill, NSW, 2162
Email: secretary@fpvclub.com
www.fpvclub.com

FPV-Tickford Owners Club of WA

PO Box 345, Leederville, WA, 6903
Email: president@fpvtickfordclubwa.com.au
www.fpvtickfordclubwa.com.au

FX - FJ Holden Car Club of Australia (Melb Chapter)

25 Outlook Ride, Melton, Vic, 3337
Email: barry.whymys@rmit.edu.au
www.compuhire.com.au/fx_fj/welcome.htm

FX-FJ Holden Car Club of Canberra

PO Box 6135, Kingston, ACT, 2604
Email: info@fxfjcanberra.com
www.holden.org.au/club/fx-fj-car-club-of-canberra/

FX-FJ Holden Car Club of Qld

PO Box 3523, South Brisbane, Qld, 4101
Email: info@fxfjholdenclub.com
www.fxfjholdenclub.com

FX-FJ Holden Club of Shepparton

c/- 4 Scullin Court, Shepparton, Vic, 3630
Email: fxfjshhepparton@holden.org.au

FX-FJ Holden Car Club of WA

PO Box 242, Bentley, WA, 6102
Email: fxfjwa@holdenheaven.com.au
www.oldholdens.net

FX-FJ Southern Early Holden Club

5 Thanos Court, Hallam, Vic, 3803
Email: scenic10@bigpond.com.au
www.fxfj.com.au

FX-HX Holden Owners Club of Tasmania

PO Box 86, South Hobart, Tas, 7004
Email: fehrholdencarcluboftasmanianc@groups.msn.com

FX-HZ Holden Car Club of SA

PO Box 102, Plympton, SA, 5038
Email: fxhzclubsa@gmail.com
www.fxhzholdencarclubsa.org.au

FX-FJ Holden Club of Australia - Sydney

PO Box 341, Granville, NSW, 2142
Email: info@fxfjsydney.org.au
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FX-FJ Holden Club of Australia - Tasmania Chapter

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Email: oggyfj@hotmail.com
www.fxfjholdencarclubnwtaschapter.synthasite.com/

French & Fantastic Automobile Club Inc

PO Box 681, North Perth, WA, 6906
Email: secretary@frenchandfantastic.com.au
www.frenchandfantastic.com.au



FTF Car Club of NSW Inc (Falcon, Tickford, FPV)

PO Box 3992, Parramatta, NSW, 2124
Email: mudzy@bigpond.net.au
www.ftf.org.au

Gawler Veteran Vintage & Classic Vehicle Club

PO Box 640, Gawler, SA, 5118
Email: trevlyn@adam.com.au
www.gawlercarclub.com

Geelong Classic Car Club Inc

PO Box 5081, North Geelong, Vic, 3215
[www.facebook.com / geelongclassiccarrclub](http://www.facebook.com/geelongclassiccarrclub)

Geelong Early Falcon Car Club Inc

PO Box 1849, Geelong, Vic, 3220
Email: president@falconfairlanecub.org.au
www.earlyfalcon.org/vic.htm

Geelong FX-HZ Holden Car Club Inc

PO Box 81, Geelong, Vic, 3220
Email: geelong2011@fx-hzcarclub.com
www.fx-hzcarclub.com

Geelong Motor Sports Club

PO Box 584, Geelong, Vic, 3220
Email: memberships@gmsc.com.au
www.gmsc.com.au

Geelong Off Road Buggy Assoc Inc

PO Box 465, Geelong, Vic, 3220
www.gorba.org.au

General's FX-FJ Car Club of SA

PO Box 854, Marleston, SA, 5033

Gippsland Car Club Inc

PO Box 493, Morwell, Vic, 3840
Email: johnandcarolbryant@yahoo.com.au
www.gippslandcarclub.com.au

Gippsland Vehicle Collection Inc.

1A Sale Road, Maffra, Vic, 3860
Email: admin@gippslandvehiclecollection.org.au
www.gippslandvehiclecollection.org.au

GM HD-HR Cruise Club

PO Box 279, Burwood, Vic, 3125
Email: hrclub_66@hotmail.com
www.hdhrcruiseclub.com



Gnoo Blas Classic Car Club Inc

PO Box 2521, Orange, NSW, 2800
 Email: denisgregory@bigpond.com
www.gnooblas.com

Gold Coast Antique Auto Club

PO Box 228, Mudgeeraba, Qld, 4213
 Email: secretary.gcaac@gmail.com
www.gcaac.com.au

Gold Coast Performance Ford Club Inc

PO Box 9218, Gold Coast MC, Qld, 9726
 Email: info@gcpfc.com
www.gcpfc.com

Golden West Holden Owners Club

PO Box 4582, Orana Mall, Dubbo, NSW, 2830
 Email: info@goldenwestholdens.com
www.goldenwestholdens.com

Goldfields Car Club Inc

PO Box 2039, Ballarat, Vic, 3354
 Email: trevorandfaye@bigpond.com

Goulburn Valley Motor Vehicle Drivers Club Inc

PO Box 704, Shepparton, Vic, 3632
 Email: gvmvdc@iinet.net.au
www.gvmvdc.org.au

Grafton Sporting Car Club Inc

PO Box 334, Grafton, NSW, 2460
 Email: mail@gsccl.org.au
www.gsccl.org.au

GT40 Car Club of Australia

25 Marwood St, Belmont, Qld, 4153
 Email: luxbaxie@gmail.com
www.clubgt40.org

GTR Torana XU-1 Car Club of WA

PO Box 3038, Bassendean/Morley DC, WA, 6942
 Email: gtxcclub@gmail.com
www.gtrtoranaxu1carclubinc.com

GTR & XU-1 Owners Club of Qld

PO Box 277, Rosewood, Qld, 4340
 Email: president@qldgtrxu1club.com

Hamilton and District Car Club Inc

PO Box 174, Hamilton, Vic, 3300
 Email: n.mason@iconnect.net.au



Hastings Old Holdens Club

PO Box 5497, Port Macquarie BC, NSW, 2444
 Email: info@hastingsoldholdens.com.au
www.hastingsoldholdens.com.au

HD-HR Holden Club of New South Wales

PO Box 67, Silverdale, NSW, 2752
 Email: info@hdhrholdennsw.org.au
www.hdhrholdennsw.org.au

HD-HR Holden Car Club of SA

Email: fivebutz@chariot.net.au
<http://users.chariot.net.au/~fivebutz/>

HD-HR Holden Club of Victoria

PO Box 88, Ormond, Vic, 3204
 Email: info@hdhrclubofvictoria.com
www.hdhrclubofvictoria.com

HDT Owners Club of NSW

PO Box 778, Padstow, NSW, 2211
 Email: hdtmembership@gmail.com
www.hdtownersclub.com.au

HDT Owners Club SA

PO Box 368, Ingle Farm, SA, 5098
 Email: brocksa@optusnet.com.au
www.shannons.com.au/club/carclubs/hdt-owners-club-sa-inc/

Hillman Car Club of SA Inc

16 Woodchester St, Para Hills West, SA, 5096
 Email: member@sa.hillman.org.au
www.sa.hillman.org.au

Hillman Owners Club of Australia

PO Box 2847, Carlingford Court, NSW, 2118
www.hillman.org.au

Hills District Car Club Ltd

PO Box 77, Baulkham Hills, NSW, 1755
 Email: secretary@hdcc.com.au
www.hdcc.com.au

Historic Commercial Vehicle Club of Aust

PO Box 4, Kew, Vic, 3101
 Email: hcvca.treasurer@gmail.com
www.hcvc.com.au

Historic Racing Assoc of WA Inc

6 Newlands Grove, Gooseberry Hill, WA, 6076
 Email: jarowe@westnet.com.au
www.hrwa.org.au

Historic Racing Car Club (Qld) Inc

PO Box 353, Red Hill, Qld, 4059
 Email: hrcsecretary@gmail.com
www.hrccl.org.au

Historic Rally Assoc Inc

PO Box 631, Camberwell, Vic, 3124
 Email: secretary@hra.org.au
www.hra.org.au

Historic Sports and Racing Car Association of NSW Inc

PO Box 5063, Turrumurra South, NSW, 2074
 Email: members@hsrca.org.au
www.hsrca.org.au

Historic Touring Car Association of NSW

PO Box 138, Brighton-Le-Sands, NSW, 2216
 Email: hollymist@bigpond.com
www.htcansw.org.au

Historic Touring Car Association of Vic Inc

1 Ingot Road, Diggers Rest, Vic, 3427
 Email: president@htcav.com.au
www.htcav.com.au

Historical Vehicle Club of Tasmania

c/- 125 Madden Street, Devonport, Tas, 7310
 Email: gaggie@southcom.com.au

HK-HT-HG Holden Owners Car Club SA

18 Overland Crescent, Sheidow Park, SA, 5158
 Email: hkhthgcarclubofsa@gmail.com
www.shannons.com.au/club/carclubs/hk-hg-hg-owners-car-club-of-sa/

Hobart Sporting Car Club Inc

GPO Box 1155 M, Hobart, Tas, 7001
 Email: dcpotter@bigpond.com
www.hobartsportingcarclub.org

Holden 4WD Club of SA

PO Box 10448, Adelaide BC, SA, 5000
 Email: holden4wdclub@gmail.com
www.holden4wdclubsa.asn.au

Holden 4x4 Club of WA

PO Box 1824, Wangara, WA, 6947
 Email: president@holden4x4.com

Holden Car Clubs of Australia

PO Box 555, Jamison, ACT, 2614
 Email: info@holdenheaven.com.au
www.holden.org.au

Holden Car Club of WA

PO Box 417, Applecross, WA, 6953
 Email: gmonaldi@westnet.com.au
www.holdencarclub.org.au

Holden Commodore Club of SA

PO Box 404, Modbury North SA, 5092
 Email: hccsa@internode.on.net
www.facebook.com/HCCSA


Holdens of Age Car Club Inc

PO Box 141, Stawell, Vic, 3380

 Email: araratstump@optusnet.com.au
www.facebook.com/HoldensOfAgeCarClub
Holdens of Age Mount Gambier

PO Box 583, Mount Gambier, SA, 5290

Holden Sporting Car Club of Qld Inc

PO Box 558, Fortitude Valley, Qld, 4006

 Email: butchy_hscqc@tpg.com.au
www.hscqc.com
Holden Sporting Car Club of Victoria Inc

GPO Box 791, Melbourne, Vic, 3001

 Email: webmaster@holdenclub.com
www.holdenclub.com
Holden Torana Club of SA

PO Box 16, Greenacres, SA, 5086

 Email: holdentoranaclub@yahoo.com.au
www.holdentoranaclub.org.au
Honda Car Club of Victoria Inc

PO Box 133, Dingley, Vic, 3172

 Email: info@hccv.org.au
www.hccv.org.au
Honda Sports Car Club of NSW Inc

PO Box 557, Jannali, NSW, 2226

 Email: enquiries@hscra.com
www.hscra.com
HQ Holden Racing NSW

PO Box 112, Emu Plains, NSW, 2750

 Email: john@baxtersbus.com.au
www.hqracingnsw.com
HQ Racing Assoc of Australia Inc - Vic

PO Box 4028, Dandenong South, Vic, 3164

 Email: secretary@hqracingvic.org
www.hqracing.org
HQ Racing Assn of Qld Inc

PO Box 3205, Loganholme, Qld, 4129

 Email: leschar@optusnet.com.au
www.hqraq.com
HQ Racing Assoc of WA

89 Windsor Rd, Wangara, Active, WA, 6065

 Email: info@hqracingwa.com
www.hqracingwa.com
HQ Racing Register of SA

51 King William Road, Unley, SA, 5061

www.sportingcarclubsa.org.au
HSV Owners Club of ACT (Incorporating HDT) Inc

PO Box 401, Campbell, ACT, 2612

 Email: info@hsvownersclub-act.com
www.hsvownersclub-act.com
HSV Owners Club of NSW Inc - Incorporating HDT

PO Box 2280, North Parramatta, NSW, 1750

 Email: webmaster@hsvclubnsw.com
www.hsvclubnsw.com
HSV Owners Club of Queensland

PO Box 2139, Ashgrove West, Qld, 4060

 Email: president@hsvowners.com.au
www.hsvowners.com.au
HSV Owners Club of SA

PO Box 6101, Halifax St, Adelaide, SA, 5000

 Email: president@hsvclub.com.au
www.holden.org.au/club/hsv-owners-club-of-sa/
HSV Owners Club of Tasmania

PO Box 549, Kingston, Tasmania, 7051

 Email: president@hsvownerscluboftas.org.au
www.holden.org.au/club/hsv-owners-club-of-tasmania/
HSV Owners Club of Victoria Inc - Incorporating HDT

PO Box 519, Braeside, Vic, 3195

 Email: membership@hsvownersclub.com.au
www.hsvownersclub.com.au
HSV Owners Club of WA (Inc HDT)

PO Box 05, Welshpool, WA, 6986

 Email: admin@hsvownersclubofwa.com.au
www.hsvownersclubofwa.com.au
Hudson-AMC Car Club of Australia Inc

PO Box 2123, North Parramatta, NSW, 1750

 Email: secretary@hudson-amc.org.au
www.hudson-amc.org.au
Hudson Essex Terraplane Car Club Vic

216 Ryans Rd, Eltham North, Vic, 3095

 Email: phaxby@melbpc.org.au

Hudson Essex Terraplane Nash and Rambler Car Club of NSW

PO Box 2123, Nth Parramatta, NSW, 2151

Hudson Terraplane Rambler Essex Nash AMC Group - SA

21 Bluebell Crt, Flagstaff Hill, SA, 5159

Hudson Terraplane Rambler Essex Nash AMC

Group - WA 52 Orchard Drive, WA, 6111

Hudson Terraplane Rambler Essex Nash Group - NSW

19 Kay Street, Carlingford, NSW, 2118

Hudson Terraplane Rambler Essex Nash AMC Group

58 Long Street, Cleveland, Qld, 4163

Humber Car Club of Victoria

PO Box 2207, Mount Waverley, Vic, 3149

 Email: membership@humbercarclub.com.au
www.humbercarclub.com.au
Hunter British Ford Group

PO Box 2051, Green Hills, NSW, 2323

www.hbfg.com.au
Hunter Valley Chrysler Club

PO Box 5088, Kahibah, NSW, 2290

 Email: hvcc@inet.net.au
www.huntervalleychryslerclub.com
Hunter Valley Monaro Car Club

c/- 36 Hamilton St, Broadmeadows, NSW, 2292

 Email: leighball1@hotmail.com
Hunter Valley Off Road Racing Association Inc

PO Box 360, Singleton, NSW, 2330

 Email: info@hvorra.com.au
www.hvorra.com.au
Hunter Valley Torana Club

PO Box 410, Jesmond, NSW, 2299

 Email: hvtc@hotmail.com
www.huntervalleytoranaclub.com.au
Huntingdale Auto Club Inc

PO Box 110, Oakleigh, Vic, 3166

 Email: johnros13@gmail.com
Illawarra Early Holden Club

PO Box 587, Dapto, NSW, 2530

 Email: info@illawarraearlyholdenclub.com
www.illawarraearlyholdenclub.com
Impreza WRX Club Inc - Vic

PO Box WRX, Nunawading, Vic, 3110

 Email: secretary@wrx.com.au
www.wrx.com.au



Impreza WRX Club Incorporated - NSW

PO Box 66, Cremorne, NSW, 2090
 Email: membership@wrx.org.au
www.wrx.org.au

Impreza WRX Club of Qld Inc

PO Box 3671, Loganholme, Qld, 4129
 Email: secretary@wrxclubqld.org.au
www.wrxclubqld.org.au

Impreza WRX Owners Club of SA Inc

PO Box 400, Unley, SA, 5061
 Email: committee@wrxsa.com
www.wrxsa.com

Improved Production Racing Association Vic Inc

PO Box 1036, Doncaster East, Vic, 3109
 Email: gpaautomotive@bigpond.com
www.ipravic.com.au

Ipswich West Moreton Auto Club Inc

PO Box 112, Ipswich, Qld, 4306
 Email: andrew@iwmac.org.au

Isuzu Car Club of Australia

PO Box 117, Yagoona, NSW, 2199
www.izucca.com.au

Italian Cars Association ACT Inc

PO Box 1119, Canberra City, ACT, 2600
 Email: ciao@autoitaliacanberra.com
www.autoitaliacanberra.com

Italian Car Enthusiasts of Tasmania

81 Panorama Rd, Blackstone Heights, Tas, 7250
 Email: alfio105@bigpond.com
www.icetas.com.au

Jackaroo 4WD Club of Australia

PO Box 2A, Fairfield Heights, NSW, 2165
 Email: president@jackaroo4wdclub.com.au
www.jackaroo4wdclub.com.au

Jackaroo 4WD Club - Victoria

PO Box 617, Doncasater, Vic, 3108
 Email: pres@jackaroo4wdclub.org.au
www.jackaroo4wdclub.org.au

Jaguar Car Club of North Queensland Inc

PO Box 3830, Hermit Park, Qld, 4812
 Email: regjan@bigpond.com.au
www.jagnq.com



Jaguar Car Club of Tasmania

PO Box 131, North Hobart, Tas, 7002
www.jagtas.org.au

Jaguar Car Club of Victoria

PO Box 4263, Mulgrave, Vic, 3170
 Email: pr@jagvic.org.au
www.jagvic.org.au

Jaguar Car Club of WA Inc

PO Box 1438, Osborne Park DC, WA, 6916
 Email: secretary.jccwa@inet.net.au
www.jaguarclubofwa.com.au

Jaguar Drivers Club of Australia

PO Box 1485, Macquarie Park, NSW, 2113
 Email: members@jaguar.org.au
www.jaguar.org.au

Jaguar Drivers Club Hunter Region

PO Box 604, Newcastle, NSW, 2300
 Email: secretary@jaguarhunter.org.au
www.jaguarhunter.org.au

Jaguar Drivers Club of Queensland

PO Box 3513, South Brisbane, QLD, 4101
 Email: info@jagqld.org.au
www.jagqld.org.au

Jaguar Drivers Club of South Aust

PO Box 30, Rundle Mall, SA, 5000
 Email: info@jdcsa.com.au
www.jdcsa.com.au

Japanese Sports Car Club Inc

Email: secretary@jsc.asn.au
www.jsc.asn.au

Jensen Car Club Australia

Email: anthonyplumb@pacific.net.au
www.jensencarclub.org.au

Jets Classic & Custom Car Club Inc

(pre-1975 American Classic & Custom)
 Email: classiccarforum@yahoo.com
www.jetscarclub.com

Jowett Car Club of Australia Inc

23 Barnett's Road, Winston Hills, NSW, 2153
 Email: flatfour05@optusnet.com.au
www.shannons.com.au/club/carclubs/the-jowett-car-club-of-australian-inc/

Kangaroo Island Motor Club Inc

PO Box 677, Kingscote, SA, 5223
 Email: lordofthetings@bigpond.com
www.kimotorclub.org.au

Karmann Ghia Owners Club Australia

PO Box 121, Chadstone Centre, Vic, 3148
 Email: karmannclub@hotmail.com
www.karmannghiaownersclubaustralia.com

Kempsey Sporting Car Club Inc

PO Box 3093, West Kempsey, NSW, 2440
 Email: mail@kscc.org.au
www.kscc87.wix.com/kscc

Kerang & District Vintage Motor Club

67 Boundary St, Kerang, Vic, 3579
 Email: jock@malleen.net.au

Kootingal Motor Club Inc

PO Box 11037, Kingswood NSW, 2340
 Email: kootingalmotorclub@gmail.com
www.kootingalmotorclub.com.au

Kustoms of Australia - Gold Coast

PO Box 1339, Mudgeeraba, Qld, 4213
www.kustomsofaustralia.com

Kyneton Car Club Inc

PO Box 154, Kyneton, Vic, 3444
 Email: steph_maltby@hotmail.com
www.kynetoncarclub.com.au

Land Rover Club of Australia - NSW

PO Box 172, Concord West, NSW, 2138
 Email: secretary@lroc.com.au
www.lroc.com.au

Land Rover Owners Club ACT

PO Box 419, Civic Square, ACT, 2608
 Email: secretary@lrc.org.au
www.lrc.org.au

Land Rover Owners' Club of Victoria Inc

PO Box 962, Mount Waverley, Vic, 3149
 Email: membership@lrocv.com.au
www.lrocv.com.au

Lets Go Cruisin' (Street Rods, Customs, pre-75 American & Australian muscle cars)

PO Box 289, Mt Martha, Vic, 3934
 Email: cruisinlets@hotmial.com
www.lets gocruisin.com.au

Leyland P76 Owners Club of NSW Inc

PO Box 1110, Baulkham Hills, NSW, 1755
 Email: steve@graffitigo.com.au
www.leylandp76.com/clubs/nsw

Leyland P76 Owners Club of Victoria Inc

91 Stockdale Av, Bentleigh East, Vic, 3165
 Email: secretary@p76.com.au
www.p76.com.au





Leyland P76 Owners Club of Australia - WA

14 Ninda Rd, Soalwater, WA, 6169
Email: mickyp76v8@hotmail.com
www.leylandp76.com

Light Car Club of Australia

C/- Bob Watson, 122 Esplanade West,
Port Melbourne, Vic, 3207
Email: bobwatso@bigpond.net.au
www.bobwatsonrally.com.au

Light Car Club of Canberra

PO Box 318, Civic Square, ACT, 2608
Email: secretary@lightcarclub.org
<http://www.lightcarclub.org.au>

Light Car Club of Tasmania

Email: lcct@bigpond.com
www.lcct.org.au

Light Car Club of WA Inc

PO Box 453, Bayswater, WA, 6053
Email: ncjohnson@westnet.com.au
www.lightcarclub.com.au

Lincoln Mercury Car Club Victoria

PO Box 264, Bundoora, Vic, 3083
Email: lmccv@hotmail.com
www.lincolnmercury.com.au

Lions Pride Holden Car Club Inc

PO Box 9053, Scoresby, Vic, 3179
Email: secretary@holdencarclub.com.au
www.holdencarclub.com.au

Lions Pride Holden Car Club - NSW

PO Box 8356, Glenmore Park, NSW, 2745
Email: info@lionspridensw1.com
www.lionspridensw1.com

Lithgow District Car Club Inc

9 Burton St, Portland, NSW, 2847
Email: les.2.taylor@gmail.com

Lotus Club Queensland Inc

16 Julia St, Fortitude Valley, Qld, 4006
Email: secretary@lotusclubqueensland.com
www.lotusclubqueensland.com

Lotus Club Victoria Inc

PO Box 79, Hawthorn Business Centre, Vic, 3122
Email: mikesarah@iprimus.com.au
www.lotusclubvic.asn.au

Macedon Ranges & District Motor Club Inc

PO Box 84, Gisborne, Vic, 3438
Email: secretary@mradmcc.com.au
www.mradmcc.com.au

Mackay & District Holden Club Qld

PO Box 3414, North Mackay, Qld, 4740
Email: mackayholdenclub@hotmail.com
www.mackayholdenclub.org

Mackay Rod and Custom Club

22 Palamino Pde, Erakala, Qld, 4740
Email: publicity@mrcc.org.au

Maffra and District Car Club Inc

PO Box 139, Maffra, Vic, 3860
Email: saddo2@bigpond.com
www.madcc.com

Maitland Auto Preservation Society (MAPS)

PO Box 86, Maitland, SA, 5573
Email: secretary@maps-yp.org
www.maps-yp.org

Marque Sports Car Association of SA Inc (MSCA)

PO Box 338, Daw Park, SA, 5041
Email: sec@mscasa.com
www.mscasa.com

Marque Sports Car Club Assoc

11 Belgravia Ave, Box Hill Nth, Vic, 3129
Email: mefcooke@live.com.au
www.msca.net.au

Marque Sports Car Racing Victoria

PO Box 3012, Victoria Gardens, Vic, 3122
Email: gary.mcdermott@au.pwc.com
www.msca.net.au

Marque Sports Car Register - Nth Qld Inc

PO Box 7325, Garbutt BC, Townsville, Qld, 4814
Email: marque@marqueng.com.au
www.marqueng.com.au

Marsh Rodders Hot Rod Club

PO Box 761, Bacchus Marsh, Vic, 3340
www.marshrodders.com

Maryborough District Antique Motor Club Inc

PO Box 306, Maryborough Qld, 4650
www.maryboroughvintage.com

Maserati Club of Australia Inc

PO Box 5269, Pinewood, Vic, 3149
Email: secretary@maserati.org.au
www.maserati.org.au

Mazda Car Club of Australia Inc - Vic

85 Madeline St, Preston, Vic, 3072
Email: malmac14@hotmail.com
www.mazdacarclub.org.au



Mazda MX-5 Club of NSW Inc

PO Box 402, Beecroft, NSW, 2119
Email: membership@mx5.com.au
<http://nsw.mx5.com.au/>

Mazda MX-5 Club of Qld Inc

PO Box 204, Spring Hill, Qld, 4004
Email: sec@mx5clubqld.com.au
www.mx5clubqld.com.au

Mazda MX-5 Club of Vic Inc

PO Box 7438, Beaumaris, Vic, 3193
Email: info@mx5vic.org.au
<http://www.mx5vic.org.au>

Melbourne Cobra Owners Club Inc

PO Box 4133, Burwood East, Vic, 3151
Email: cbiggelaar@yahoo.com.au
www.melbournecobraowners.org.au

Melbourne Jeep Owners Club

PO Box 432, Mulgrave, Vic, 3170
Email: secretary@mjoc.org.au
www.mjoc.org.au

Melbourne University Car Club Inc

PO Box 37, Parkville, Vic, 3052
Email: mucc@wideband.net.au
www.mucc.net.au

Melton Motor Sports Club Inc

Box 2119, Melton South, Vic, 3338
www.mmsc.net.au

Mercedes-Benz Club of NSW

PO Box 100, Kenthurst NSW, 2156
Email: secretary@mbcnsw.org.au
www.mbcnsw.org.au

Mercedes-Benz Club of South Australia

PO Box 393, Edwardstown, SA, 5039
www.msa.mercedes-benz-clubs.com

Mercedes-Benz Club Victoria Inc

PO Box 1500, Box Hill, Vic, 3128
Email: mbcv@mbcv.org.au
www.vic.mercedes-benz-clubs.com

Mercedes-Benz Club of Western Australia

PO Box 965, West Perth, WA, 6872
Email: info@mbccwa.org.au
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MG Car Club Geelong Inc

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Email: secretary@mgccgeelong.com.au

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MG Car Club Gold Coast

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Email: goldcoastmgcarclub@hotmail.com

www.goldcoastmgcarclub.com.au

MG Car Club Hunter Region

PO Box 503, Wallsend, NSW, 2287

Email: mjenkins085@gmail.com

www.huntermg.com

MG Car Club Newcastle Inc

PO Box 632, Hamilton, NSW, 2303

Email: kennethmcLeod1@bigpond.com

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MG Car Club Qld

GPO Box 1847, Brisbane, Qld, 4001

Email: mgccq@mgccq.org.au

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MG Car Club of SA

PO Box 200, Brompton, SA, 5007

Email: mgccsa@internode.on.net

www.mgccsa.org.au

MG Car Club Sunshine Coast

PO Box 683, Buderim, Qld, 4556

Email: secretary@mgccsunshinecoast.com

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MG Car Club Sydney

PO Box 139, Bondi Junction, NSW, 1335

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MG Car Club of Tasmania Inc

GPO Box 5, Hobart, Tas, 7001

Email: secretary@mgccsa.org.au

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MG Car Club of Victoria - Melb

PO Box 273, Nunawading, Vic, 3131

Email: president@mgcc.com.au

www.facebook.com/MgCarClubOfVictoria



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GPO Box U1924, Perth, WA, 6845

Email: info@mgccwa.com

www.mgccwa.com

MG Car Club Wagga Wagga Inc

PO Box 6041, Wagga Wagga, NSW, 2650

Email: craigj51@yahoo.com.au

www.mgccwagga.org.au

MG TC Owners Club WA

Email: admin@mgtcownersclub.com

www.mgtcownersclub.com

Mid-Coast Old Holdens Car Club NSW

PO Box 7471, Chatham, NSW, 2430

Email: info@midcoastoldholdens.com.au

www.midcoastoldholdens.com.au

Mildura Muscle Car Club Inc

PO Box 10017, Mildura, Vic, 3502

Email: milduramusclecarclub@hotmail.com

www.milduramusclecarclub.yolasite.com

Millmerran Auto Club Inc

PO Box 5, Brookstead, Qld, 4364

Email: keelo@skymesh.com.au

www.millmerranautoclub.com

Mini Car Club of NSW

PO Box 164, Mortdale, NSW, 2223

Email: secretary@miniclub.com.au

www.miniclub.com.au

Mini Car Club of Tas

PO Box 611, Moonah, Tas, 7009

Email: enquiries@minitas.org.au

www.minitas.org.au

Mini Club of SA Inc

PO Box 49, Blackwood, SA, 5051

Email: president@miniclubsa.asn.au

www.miniclubsa.asn.au

Mitsubishi 4WD Club Qld Inc

PO Box 1055, Milton Qld, 4064

Email: membership@mitsu4wdclubqld.org

www.mitsu4wdclubqld.org

Mitsubishi 4WD Club SA

Email: secretary@mitsubishi4wdclubsa.org.au

www.mitsubishi4wdclubsa.org.au

Mitsubishi GSR Evo Club

PO Box 10303, Adelaide, SA, 5001

Email: info@gsr-evo-club.net

www.gsr-evo-club.net/

Model "T" Ford Club of Victoria Inc

PO Box 383, Chadstone Centre, Vic, 3148

Email: info@modelfordclubvic.org.au

www.modelfordclubvic.org.au

Modified Ford Club of South Australia Inc

PO Box 629, Elizabeth, SA, 5112

www.modifiedfordclub.com.au

Modified Mini Car Club of SA Inc

PO Box 162, Marden, SA, 5070

Email: mmccsa.hotbrick@gmail.com

www.hotbricks.org.au

Moke Owners Assoc of Victoria

PO Box 3010, Nunawading, Vic, 3131

Email: membership@moke.org.au

www.moke.org.au

Monaro Car Club of NSW

PO Box 3039, North Parramatta, NSW, 1750

Email: monarocarclubnsw@hotmail.com

www.monaroccnsw.com.au

Monaro Car Club of Qld

PO Box 1166, Archerfield BC, Qld, 4108

Email: shock76@hotmail.com

www.monaroclubqld.asn.au

Monaro Car Club of SA

PO Box 86, Plympton, SA, 5038

Email: pres@monaroclubsa.asn.au

www.monaroclubsa.asn.au

Monaro Car Club of Sydney

PO Box 122, Doonside, NSW, 2767

Email: info@monarocarclubofsydney.com

www.monarocarclubofsydney.com

Monaro Club of Tasmania Inc

PO Box 430, Kings Meadows, Tas, 7249

Email: info@monaroclubtas.com

Monaro Club Victoria Inc

PO Box 627, Dandenong Plaza, Vic, 3175

Email: info@monaroclubvic.asn.au

www.monaroclubvic.asn.au

Monaro Club of WA

PO Box 327, Cannington WA, 6987

Email: info@monaroclubwa.asn.au

www.monaroclubwa.asn.au

Monaro Owners Drivers & Enthusiasts Assoc

PO Box 4509, North Rocks, NSW, 2151

Email: info@mode.org.au

www.mode.org.au





Morgan Owners Club of Australia Inc

PO Box 613, Spit Junction, NSW, 2088

Email: suegower@bigpond.net.au

www.morganownersclub.com.au

Mornington Peninsula Historical Vehicles Club

PO Box 7056, Karingal Centre, Frankston, Vic, 3199

Email: mphvc@live.com.au

Morris Car Club of SA

PO Box 115, Edwardstown, SA, 5039

Email: vincente@tpg.com.au

Morris Car Club of WA

PO Box 93, Gosnells, WA, 6110

Morris Minor Car Club of NSW Inc

PO Box 596, Campbelltown, NSW, 2560

Email: info@morrisminorsw.org.au

www.morrisminorsw.org.au

Morris Minor Car Club of Qld

Toowong BC, PO Box 835, Toowong DC, Qld, 4066

Email: info@mmccq.com.au

www.mmccq.com.au

Morris Minor Car Club of Tasmania

PO Box 783, Devonport, TAS, 7310

Morris Minor Car Club of Victoria Inc

PO Box 354, Balwyn, Vic, 3103

Email: secretary@morrisminovic.org.au

www.morrisminovic.org.au

Morris Owners Club Hunter Region Inc

PO Box 304, Wallsend, NSW, 2287

www.morrisownersclub.org

Morris Register of NSW

PO Box 4138, Homebush South, NSW, 2140

Email: kscoad@bigpond.com

www.morrisregistersw.org

Morris Register of Victoria

PO Box 367, Box Hill, Vic, 3128

Email: secretary@moreg.org.au

www.moreg.org.au

Motoring South West

PO Box 866, Collie, WA, 6225

Email: manager@motoringsouthwest.org.au

www.motoringsouthwest.org.au

Motor Sports Club of Tas Inc

PO Box 1206, Launceston, Tas, 7250

Email: info@msct.com.au

www.msct.com.au

Mount Isa Muscle Car Assoc Inc

Email: mimca2013@hotmail.com

www.mimca.net

MR2 Owners Club of Australia NSW Inc

Email: mr2nswsec@gmail.com

www.mr2club.com.au/nsw/

MR2 Owners Club of Australia, Qld Inc

www.mr2australia.com/mr2play/tt.aspx?forumid=85

<http://mr2club.com.au/qld/>

MR2 Owners club of Australia, Tas - forum only

Email: micklez@hotmail.com

www.mr2club.com.au/mr2tas/index.html

MR2 Owners Club of Australia - Vic

PO Box 3003, Eltham, Vic, 3095

Email: info@mr2club.com.au

www.mr2club.com.au/vic

Mt. Warning Historic Auto Club Inc.

Murwillumbah, NSW

Email: mwhac@y7mail.com

[Kylie Hart 0400013545](tel:0400013545)

Mustang Owners Club Australia - SA

PO Box 210, North Adelaide, SA, 5006

www.sa.mustang.org.au

Mustang Owners club Inc Qld

PO Box 8390, Woolloongabba, Qld, 4102

Email: secretary@qld.mustang.org.au

www.mustang.org.au/qld

Mustang Owners Club of Australia Vic Inc

PO Box 4289, Melbourne, Vic, 3001

Email: info@mustangclubvictoria.org.au

www.mustang.org.au/vic/

Mustang Owners Club Inc - Western Australia

PO Box 429, Victoria Park, WA, 6979

Email: mocwa13@gmail.com

www.mustang.org.au/wa/

Newcastle Corvettes Unlimited Car Club Inc

PO Box 72, Coniston, NSW, 2500

Email: sec@nswcorvettes.com.au

www.nswcorvettes.com.au



Newcastle District Vintage and Classic Car Club Inc

PO Box 20, New Lambton, NSW, 2305

Email: admin@ndvcc.com

www.ndvcc.com

New England Sporting Car Club Inc

PO Box 425, Armidale, NSW, 2350

Email: ropie@aussiemail.com.au

www.nescc.com.au

Nissan Car Club Australia Inc

c/- 45 Gardiners Rd, Barongarook, Vic, 3249

www.nissancarclub.org.au

Nissan Datsun Car Club of SA Inc

PO Box 242, Prospect, SA, 5082

Email: contact@nissandatsuncarclubsa.com

www.nissandatsuncarclubsa.com

Nissan Datsun Drivers Club

PO Box 449, Penrith, NSW, 2751

Email: ghumphreys@bigpond.com

www.nddc.com.au

Nissan Datsun Sports Owners Club Inc

PO Box 402, South Yarra, Vic, 3141

Email: secretary@ndsoc.com.au

www.ndsoc.com.au

Nissan Sports Car Club - NSW

PO Box 4490, North Rocks, NSW, 2151

Email: info@nissansportscarclub.org

www.nissansportscarclub.org

Noosa Beach Classic Car Club

PO Box 1115, Noosa Heads, Qld, 4567

Email: membership@noosacarclub.com.au

www.noosacarclub.com.au

North Australian Motor Sports Club Inc

PO Box 37393, Winnellie, NT, 0821

Email: info@namsc.org.au

www.namsc.org.au

North Eastern Car Club Inc

PO Box 138, Wangaratta, Vic, 3676

Email: raywingrave@yahoo.com.au

www.northeasterncarclub.com.au

Northern Districts Rodders Brisbane

PO Box 619, Redcliffe, Qld, 4020

www.ndrc.org.au/



Northern Districts Sporting Car Club

10 Kerada Road, Rosemount, Qld, 4560

Email: info@ndsccl.asn.au

www.ndsccl.asn.au

Northern Rivers Ford Owners Club of NSW

PO Box 1004, Casino, NSW, 2470

Email: nrfoc@live.com.au

Northern Rivers Sporting Car Club Inc

PO Box 2, Urbenville, NSW, 2475

Email: nrsccl@hotmail.com

Northern Territory Motoring Council Inc.

PO Box 86, Berrimah, NT, 0828

Email: john_palamountain@shannons.com.au

North Queensland Commodore Club

c/- 58 Eureka Crescent, Townsville, Qld, 4817

Email: william.cottle@hotmail.com

www.holden.org.au/club/north-queensland-commodore-club

North Shore Sporting Car Club Inc

PO Box 35, Lindfield, NSW, 2070

Email: president@nsscc.com.au

www.nsscc.com.au

Northside FX-FJ Holden Car Club

PO Box 2226, Chermside, Qld, 4032

Email: contact_us@northside-fxfj.org

www.northside-fxfj.org

North West Car Club

Email: secretary@nwccctas.net

www.nwccctas.net

NQ Performance Ford Club Incorporated

Kirwan, Qld, 4817

Email: markw62@bigpond.com

www.nqperformancefordclub.com

NSW Classic Rally Car Association

36 Princes Hwy, Eden, NSW, 2551

Email: odherty@tpg.com.au

www.nswclassicrallycarassociation.com.au

NSW Commodore Owners Club Inc

Email: info@nswcommodores.com.au

www.nswcommodores.com.au

NSW Corvettes Unlimited Car Club

PO Box 72, Coniston, NSW, 2500

Email: sec@nswcorvettes.com.au

www.nswcorvettes.com.au

NSW Custom Car Club

Email: admin@customcarclub.com.au

www.customcarclub.com.au

NSW Gemini Club

PO Box 653, Kinks Langley, NSW, 2147

Email: nswgcl@hotmail.com

NSW Streeters Inc

PO Box 434, Leumeah, NSW, 2560

Email: nswstreeters@gmail.com

NSW Torana Club

Email: secretary@nswtoranaclub.com

www.nswtoranaclub.com

NSW V8 Holden Club

PO Box 394, Ryde, NSW, 2112

Email: nswv8holdenclub@y7mail.com

www.facebook.com/pages/NSW-V8-HOLDEN-CLUB/48290238142

Oakey Motor Sport Club Inc

PO Box 477, Oakey, Qld, 4401

Email: oakeysprints@oakeysprints.com

www.oakeysprints.com

Off Road Racing Australia Inc

PO Box 1028, Flagstaff Hill, SA, 5159

Email: enquiries@offroadracing.com.au

www.offroadracing.com.au

Old Holden Owners Group Tasmania

26 Jellico Street, Beauty Point, Tas, 7270

Email: info@oldholdenownerstas.com

www.oldholdenownerstas.com

Oldsmobile Club of Australia

PO Box 2152, Gladstone Park, Vic, 3043

Email: info@oldsmobileclub.org.au

www.oldsmobileclub.org.au

Onkaparkinga Ramblers Car Club Inc

PO Box 128, O'Halloran Hill, SA, 5158

Email: ramblerscarclub@live.com

www.ramblerscarclub.org

Pacific Rally Club

PO Box 6160, Dural Delivery Center, NSW, 2158

Email: info@pacificrallyclub.com

www.pacificrallyclub.com



Pajero 4WD Club of Victoria

PO Box 117, Mitcham, Vic, 3132

Email: membership@pajeroclub.com.au

www.pajeroclub.com.au

Packard Automobile Club of Australia

PO Box 1002, Meadowbank, NSW, 2114

Email: info@a1envelopes.com.au

www.packardaustralia.com

Pakenham Auto Club Inc

PO Box 108, Bentleigh East, Vic, 3165

Email: president@pakenhamautoclub.org.au

www.pakenhamautoclub.org.au

Peninsula Classic Holden Car Club Inc

PO Box 2083, Carrum Downs, Vic, 3201

Email: thebridgers@optusnet.com.au

Perth Falcons Car Club Inc

57 Horticulture Gardens, Banksia Grove, WA, 6031

Email: perth_falcons_inc@live.com.au

www.perthfalcons.com.au

Peugeot Car Club of NSW Inc

PO Box 404, Gladesville, NSW, 1675

Email: nswclubinfo@peugeotclub.asn.au

www.peugeotclub.asn.au

Peugeot Car Club Victoria Inc

PO Box 403, Nunawading, Vic, 3131

Email: information@pccv.org

www.pccv.org

Phillip Island Auto Racing Club Ltd (PIARC)

RVAC building, First Ave Moorabbin airport, Mentone, Vic, 3194

Email: peter.nelson@piarc.com.au

www.piarc.com.au

Pittwater Motor Club (PMEA)

PO Box 499, Newport Beach, NSW, 2106

Email: secretary@pittwatermotorclub.org.au

www.pittwatermotorclub.org.au

Pontiac Car Club of Australia - NSW

Email: nswchapter@pcca.org.au

www.pcca.org.au/nsw.html

Pontiac Car Club of Australia - SA

Email: sachapter@pcca.org.au

www.pcca.org.au/sa.html

Pontiac Car Club of Australia - Vic

Email: vicchapter@pcca.org.au

www.pcca.org.au/vic.html

Pontiac Car Club of Australia - WA

Email: wachapter@pcca.org.au

www.pcca.org.au

Pontiac Car Club Queensland

PO Box 7037, Mount Crosby, Qld, 4306

Email: info@qldpontiac.com

www.qldpontiac.com



Post Vintage Car Club of Tasmania Inc

PO Box 520, Moonah, Tas, 7009

Email: enquiries@postvintage-tas.org

www.postvintage-tas.org

Porsche Club Canberra

PO Box 2269, Canberra, ACT, 2601

Email: club@porsche-club-canberra.org.au

www.porsche-club-canberra.org.au

Porsche Club NSW Inc

PO Box 5125, Chatswood West, NSW, 1515

Email: secretary@pcnsw.com.au

www.pcnsw.com.au

Porsche Club of NT Inc

7 Graham Street, Stuart Park, NT, 0820

Email: cameron.arnott@au.knightfrank.com

Porsche Car Club of Queensland Inc

GPO Box 584, Brisbane, Qld, 4001

Email: secretary@porsche-qld.org.au

www.porsche-qld.org.au

Porsche Club of SA

Po Box 2209, Kent Town, SA, 5071

Email: secretary@pcsa.asn.au

www.pcsa.asn.au

Porsche Club Tasmania

PO Box 910, Sandy Bay, Tas, 7005

Email: porscheclubtasmania@gmail.com

<http://goo.gl/ScG6T6>

Porsche Club of Victoria Inc

PO Box 911, Kew, Vic, 3101

Email: president@pcv.com.au

www.pcv.com.au

Porsche Club of WA Inc

PO Box 447, South Perth, WA, 6151

Email: secretary@porscheclubwa.org.au

www.porscheclubwa.org.au

Portland Dune Buggy Club Inc

PO Box 463, Portland, Vic, 3305

Email: pdbc@ansoniac.com.au

www.portlanddunebuggyclub.com.au

Port Macquarie Heritage Car Club

PO Box 5553, Port Macquarie, NSW, 2444

Don Adams: 02 6585 5979

Port Stephens Classic Automobile Association Inc

PO Box 130, Nelson Bay, NSW, 2315

Email: jimwhite@virginbroadband.com.au

PT Cruiser Car Club SA

PO Box 1337, Golden Grove Village, SA, 5125

Email: cruizin@ptccsa.com

www.ptccsa.com

Purvis Eureka Car Club of Australia

PO Box 48, O'Halloran Hill, SA, 5158

Email: secretary@purviseurekacarclub.com.au

www.eurekacarclub.com.au

Queensland Chevrolet Car Club Inc

PO Box 1165, Springwood, Qld, 4127

Email: info@chevclubqld.com

www.chevclubqld.com

Queensland Corvette Club Inc

PO Box 1094, Sunnybank Hills, Qld, 4109

Email: qccsecretary@outlook.com

www.qldcorvetteclub.com.au

Queensland HD & HR Holden Club

PO Box 1700, Coorparoo DC, Qld, 4151

Email: hhdhrqld@holden.org.au

Queensland Historic Motoring Council Inc

1376 Old Cleveland Road, Carindale, Qld, 4152

Email: secretary@qhmc.org.au

www.qhmc.org.au

Qld Mini Car Club Inc

PO Box 1426, Fortitude Valley, Qld, 4006

Email: qldminiclub@gmail.com

www.mini.asn.au

Queensland Supra Club Inc

PO Box 225, Springwood, Qld, 4127

Email: secretary@qldsupraclub.com

www.qldsupraclub.com

Queensland Torana Car Club

PO Box 1308, Slacks Creek, Qld, 4127

Email: qtcc@qtcc.org.au

www.qtcc.org.au

Queensland Vintage Vehicles Assoc Inc

1376 Old Cleveland Road, Carindale, Qld, 4152

Email: qvva.inc@gmail.com

www.qvva.org

RAAF Auto Club of East Sale

PO Box 17, RAAF Base, East Sale, Vic, 3852

Email: russell.wise@defence.gov.au



The Rambler Car Club of WA Inc

13 Chartwell Way, Swanview, WA, 6056

Email: rambler.wa@live.com.au

www.ramblerclubofwa.asn.au

Range Rover Club NSW

PO Box A1325, Sydney South, NSW, 1235

Email: sec@rangeroverclubnsw.asn.au

www.rangeroverclubnsw.asn.au

Renault 4CV Register of Australia - NSW

4 The Ridge, Narara, NSW, 2250

Email: 4cvreg@4cvregisteraustralia.org

www.4cvregisteraustralia.org

Renault 4CV Register of Australia - Qld

PO Box 750, Cleveland, Qld, 4163

Email: 4cvreg@4cvregisteraustralia.org

www.4cvregisteraustralia.org

Renault Car Club of Australia Inc - NSW

PO Box 119, Ryde, NSW, 2112

Email: enquiries@rcca.org.au

www.rcca.org.au

Renault Car Club Qld Inc

Po Box 1215, Mt Ommaney, Qld, 4074

Email: enquiry@renaultclubqld.com.au

www.renaultclubqld.com.au

Renault Car Club of Victoria Inc

PO Box 111, Heidelberg, Vic, 3084

Email: rccv.membership@gmail.com

www.rccv.info/

Renault Owners Club of Canberra

The Secretary, ROCC, PO Box 10, Civic Square, ACT, 2608

Email: bardot@homemail.com.au

www.renaultcanberra.asn.au

Riley Motor Club (Inc in Vic)

PO Box 70, Beaconsfield, Vic, 3807

Email: rileyclubvictoria@bigpond.com

www.rileymotorclubvic.org.au

Riverina Monaros

PO Box 8222, Koorringal, NSW, 2650

Email: info@riverinamonaros.com

<https://www.facebook.com/groups/115108731492/>

Riverina Torana Club

c/- 2 Buchanan St, Lake Albert, Wagga Wagga, NSW, 2650

Email: jake_814@hotmail.com

Riverina Volkswagen Club Inc

PO Box 921, Wagga Wagga, NSW, 2650

Email: coxtowndoi@dodo.com.au

www.riverinavolkswagenclub.com



Rolls-Royce Owners' Club of Australia - Qld
PO Box 242, Spring Hill, Qld, 4004
Email: info@rrrocqld.asn.au
www.rrrocqld.asn.au

Rolls-Royce Owner's Club of Australia - Vic
PO Box 21, Kew, Vic, 3101
Email: mail@rrrocavictoria.org.au
www.rrrocavictoria.org.au

Rootes Group Car Club
PO Box 932, Glen Waverley, Vic, 3150
Email: rootesgroupcarclub@bigpond.com
www.vic.rootesgroup.org.au

Rover Car Club of Australia - Vic
PO Box 3114, Nunawading, Vic, 3131
Email: secretary.rcca@gmail.com
www.rovercarclubaust.asn.au

Rover Owners Club Inc NSW & ACT
PO Box 503, Pennant Hills, NSW, 1715
Email: president@roverownersclub.com.au
www.rocnswwact.wordpress.com

R&S Series Valiant Car Club - NSW
PO Box R 124, Roselands, NSW, 2196
Email: info@1962valiants.com
www.1962valiantclub.com

R & S Chrysler Valiant Car Club of Victoria
PO Box 519, Blackburn, Vic, 3130
Email: oxford8@gmail.com

RS Owners Club Australia (RSOC)
Ford RS Owners Club (Australia) Inc
PO Box 2294, Greenhills NSW, 2323
Email: secretary@rsownersclubaust.com.au
www.rsownersclubaust.com.au/

Saab Club of Australia (Vic) Inc
PO Box 8685, Armadale, Vic, 3143
Email: vic_chairman@saabclub.org.au
www.saabclub.org.au

Scuderia Italian Car Club
c/- 252 Sir Donald Bradman Drive,
Cowandilla, SA 5033
Email: secretary@scuderiaitaliancarclub.asn.au
www.scuderiaitaliancarclub.asn.au

Sea Lake Off Road Club Inc
PO Box 44, Sea Lake, Vic, 3533
Email: sealakesservice@haeusler.com.au

7 Pistons Car Club
7/154 High St Melton Vic 3337
Ph: 0447 400 606
Email: sevenpistons@hotmail.com
www.7pistonscarclub.com

Shepparton & District Car Club Inc,
PO Box 84, Shepparton, Vic, 3632
Email: ardsign03@bigpond.com
www.sheppartondistrictcarclub.com

Singer Car Club of Australia
Beaumaris, Vic, 3193
www.singercars.com.au

Singleton Street Machines
PO Box 347, Singleton, NSW, 2330
Email: singletonstreetmachines@outlook.com

Skoda and Tatra Register Australia
18 Douglas Avenue, St Albans, Vic, 3021
Email: skoda1@optusnet.com.au
www.autos.groups.yahoo.com/group/Skoda-Tatra-Register-Australia

Skylines Australia NSW
PO Box 3088, Wanniasa, ACT, 2903
Email: neil@skylinesaustralia.com
www.saunsw.com.au/

Skylines Australia Qld Inc
127 Manson Road, Hendra, Qld, 4011
Email: cams@sauqld.com
www.skylinesaustralia.com/forums/forum/28-queensland/

Skylines Australia Vic Inc
PO Box 2334, Gladstone Park, Vic, 3043
Email: club@sauvic.com.au
www.sauvic.com.au

Small Ford Car Club of NSW
PO Box 169, Panania, NSW, 2213
Email: secretary@smallfordcarclub.com.au
www.smallfordcarclub.com.au

Soalhaven and Kiama Districts Auto Club
PO Box 583, Nowra, NSW, 2541
www.skdac.org.au

South Coast Holden Owners Club
PO Box 44, Keiraville, NSW, 2500
Email: secretary@southcoastholdenowners.com.au
www.southcoastholdenowners.com.au

South Eastern Automobile Club of SA Inc
PO Box 1551, Mount Gambier, SA, 5290
Email: kentrinnell@bigpond.com
www.seacsa.com



South East Queensland Holden Club
Email: info@seqhc.com.au

South West Touring Car Club
PO Box 289, Bunbury, WA, 6231
Email: secretary@swtcc.com.au
www.swtcc.com.au

Southern Cross Street Cruisers (SCSC)
Email: southern.cross.street.cruisers@gmail.com
www.southerncrossstreetcruisers.co.nr

Southern Districts Car Club
PO Box 3, Morphett Vale, SA, 5163
www.sdcc.asn.au

Southern Early's FX-FJ Car Club
PO Box 29, Hackam, SA, 5160
Email: southernearlys@holden.org.au
www.southernearlys.com

Southern Off Road Racing Assoc (SORRA)
1 Mongana St, Claremont, Tas, 7011
Email: whelanswelding@bigpond.com

Southern Peninsula Classic & Historic Car Club
PO Box 12, Dromana, Vic, 3936
Email: spchcc@yahoo.com.au
www.spchcc.wikispaces.com

Southern Sydney Early Holden Car Club
PO Box 155, Gympie, NSW, 2227
Email: ssehcc@hotmail.com
www.ssehcc.org.au

Sporting Car Club of SA Inc
51 King William Rd, Unley, SA, 5061
Email: sccsa@internode.on.net
www.sportingcarclubsa.org.au

Sportscar Owners Club of Victoria
2/19 Haig St, Mornington, Vic, 3931
Email: sampsonsjs@yahoo.com

Sprite Car Club of Australia Inc
Po Box 696, Kingswood, NSW, 2747
Email: secretary@spriteclub.com
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Sprite Car Club of Queensland Inc
PO Box 252, Salisbury, Qld, 4107
Email: presidensccq@yahoo.com.au
<http://www.spritecarclub.com>



Standard Vanguard Enthusiasts Guild Inc

PO Box 64, Mitcham Vic, 3132
Email: standardvanguardguild@yahoo.com
www.australianstandardvanguard.net.au

Stanthorpe & District Sporting Car Club

PO Box 83, Stanthorpe, Qld, 4380
Email: patch_three@hotmail.com
www.carnellraceway.com.au

Street Machine Association of SA

PO Box 853, Marleston, SA, 5033
Email: membership@smasa.com.au
www.smasa.com.au

Studebaker Car Club of Australia Inc (S.C.C.A.)

PO Box 6, Bentleigh East, Vic 3165
Email: scca@hotmail.com.au
www.studebakercarclub.net

Studebaker Car Club of Queensland Inc

PO Box 760, Coorparoo, Brisbane, Qld, 4151
Email: secretary@studebakerqld.org.au
www.studebakerqld.org.au

Studebaker Car Club of SA

11 Cassia Street, Blackwood, SA, 5051
Email: bandmthomas64@optusnet.com.au
www.studebaker.org.au

Subaru & Recreational 4WD Club

PO Box 161, Parramatta, NSW, 2124
www.subaru4wdclub.com

Subaru 4WD Club of SA

Email: subaru4wdclub@gmail.com
www.subaru4wd.asn.au

Subaru 4WD Club of Victoria

PO Box 2456, Mount Waverley, Vic, 3149
Email: president@subaru4wdvic.com.au
www.subaru4wdvic.com.au

Sunbeam and Talbot Car Club Vic

East Malvern, Vic,
www.sunbeamandtalbot.org.au

Sunbeam Car Club of Victoria Inc

PO Box 1, Lower Plenty, Vic, 3093
Email: clubcontact@sunbeamcarclubvictoria.com.au
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Sunraysia Motor Sport Club

PO Box 2064, Mildura, Vic, 3502
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Sunshine Coast Antique Car Club

PO Box 362, Nambour Qld, 4560
Email: secretary@scacc.org.au
www.scacc.org.au

Sunstate Panel Van Club Inc

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www.sunstatepanelvanclub.com

Sydney Commodore Club

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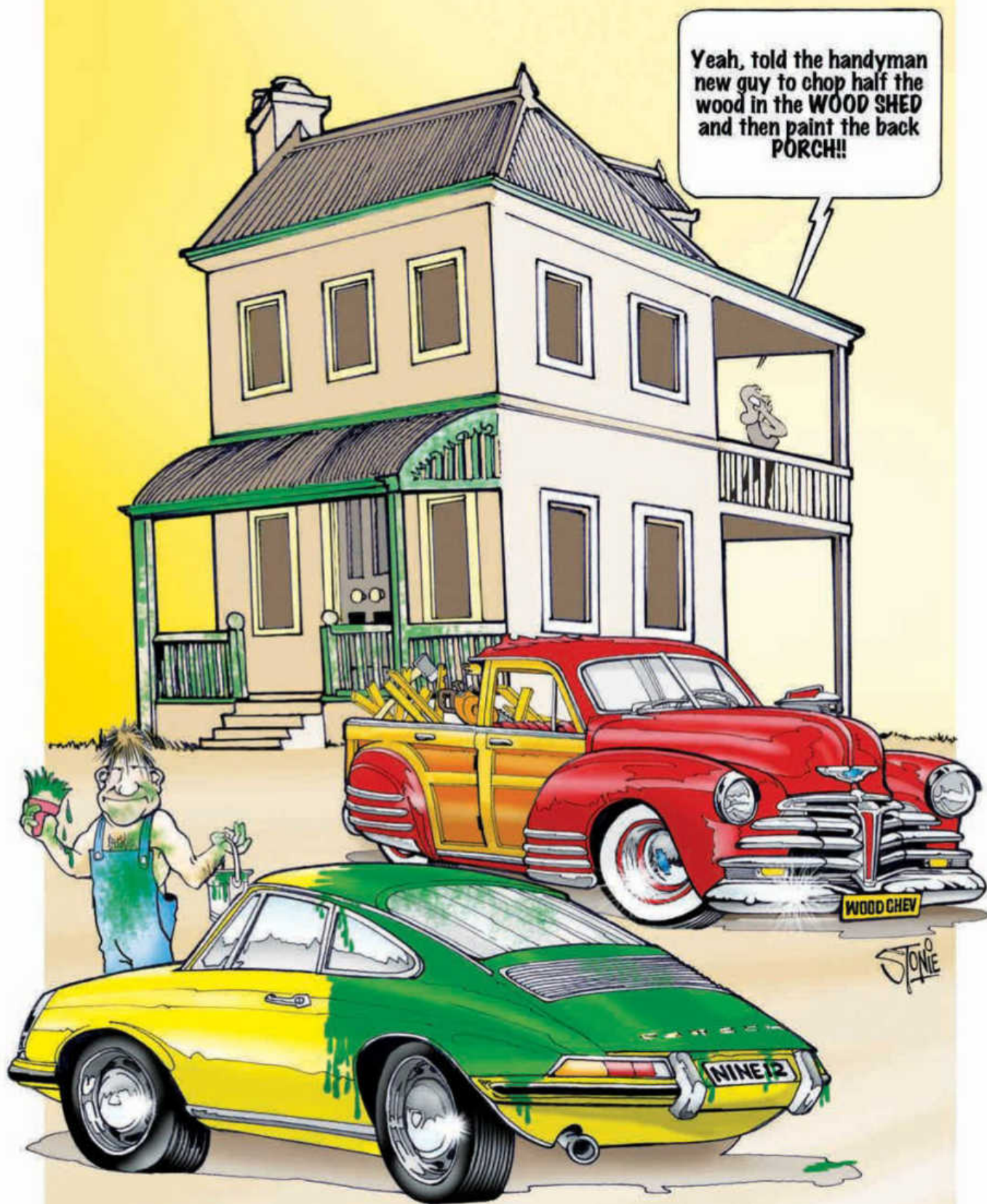
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